

# AN HISTORICAL SOUVENIR *of the* UNITED STATES CRUISER "CLEVELAND" ✓

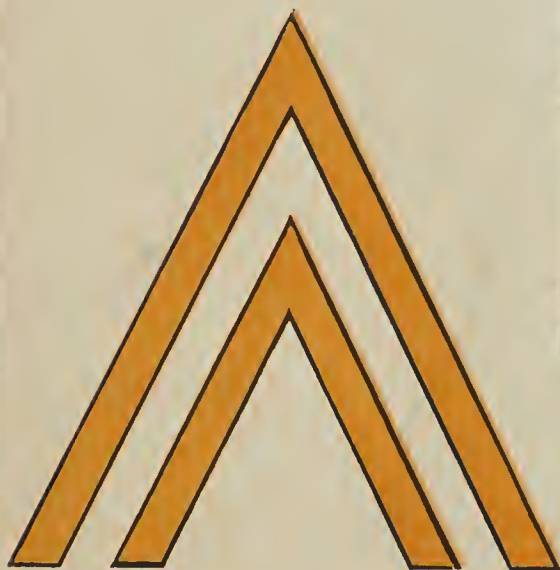
COMMEMORATING THE SECOND ANNIVERSARY OF HER RECOMMISSIONING

✓ February 8, 1917 — February 8, 1919 ✓

"Within  
Which Period  
We Licked  
the Hun"



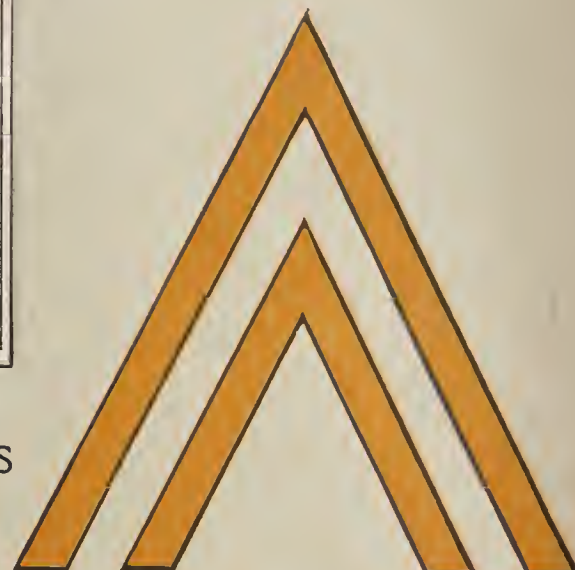
She did her little bit,  
And is a proud little boat,  
Was always ever ready,  
In getting the Kaiser's goat,  
When it came to steaming,  
She was never in the rear,  
For the many ships she convoyed,  
Arrived safely "Over There."



THE "CLEVELAND"  
HER OFFICERS, HER CREW AND HER JAUNTS  
✓ By "JOSH" ALDERMAN

(Copyright Applied for)

COPY 2



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JUN -6 1919 ✓



no ✓



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U7C5  
COPY 12



*In Her War Colored Clothes*



*All Dressed Up*

## *The* CLEVELAND



HE CLEVELAND is a sheathed protected cruiser and is one of the six of the *Denver* class. She was contracted for by the Bath Iron Works, Bath, Maine, on December 4, 1899, to be finished in thirty months. Her keel was laid on June 1, 1900, and she was launched on September 28, 1901. On November 2, 1903, she was placed in commission. She has a displacement of 3,200 tons, a length of 308' 10" and a breadth of 44'. Speed, 16.45 knots. She has two triple expansion, four-cylinder engines, of the vertical inverted type, which developed 4,685 I. H. P. on her preliminary trial trip. Steam is supplied by six water tube boilers of the Babcock and Wilcox Alert type. Her mean draft is about 15' 9". The coal capacity varies from 720 to 737 tons, depending upon the density of the coal, and her steaming radius is about 6,000 miles at her economical speed. The *Cleveland* has a main battery of 8 5-inch Rapid Fire Guns, 50-calibre, and a secondary battery of 6 6-pounders, 45-calibre. Her total cost of building, including hull, equip-

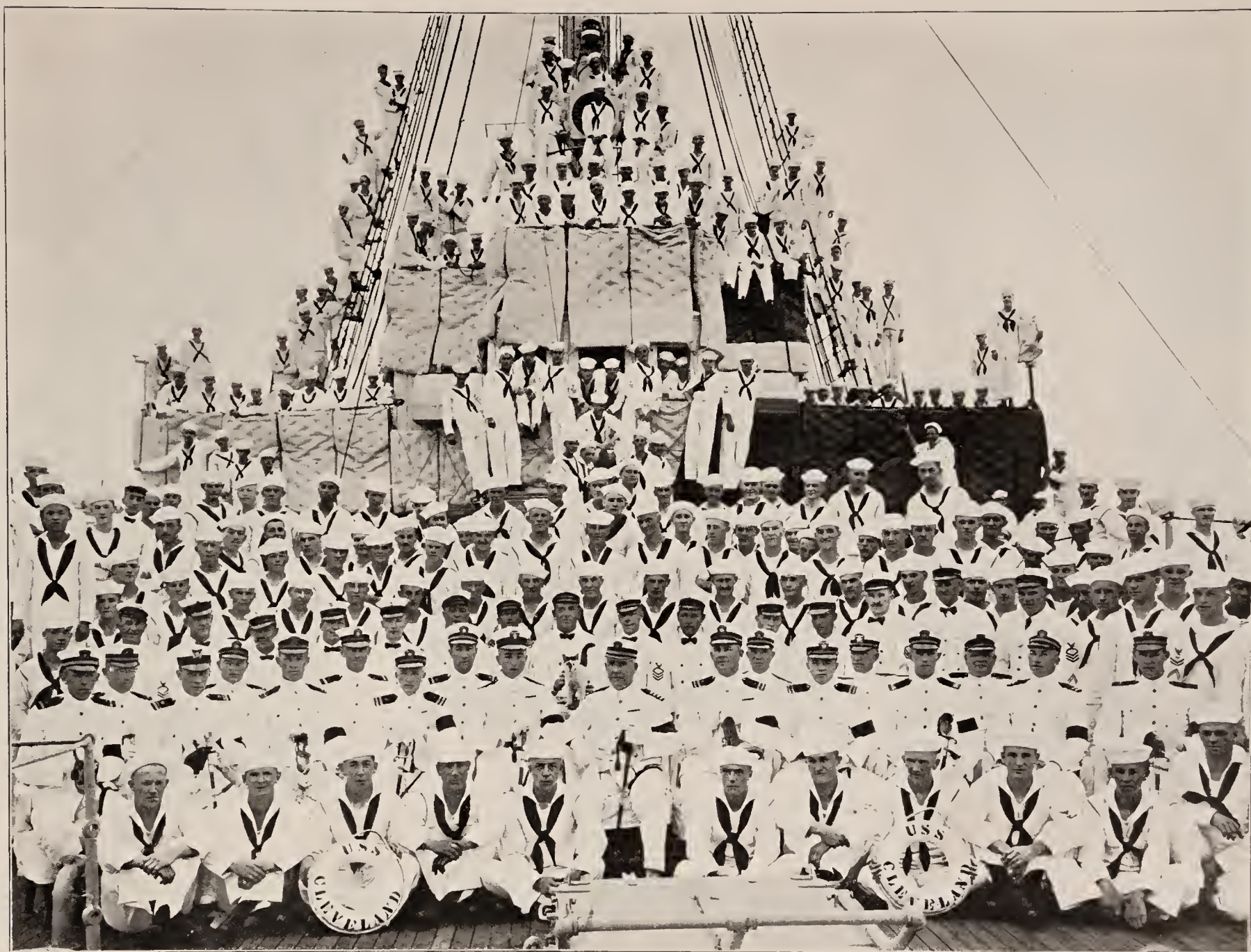
ment, ordnance and machinery, was about \$1,041,650. She has a peace complement of 11 officers and 286 men, and a war complement of 21 officers and 340 men. She is an ideal ship for cruising in the tropics, both on account of her coal consumption, light draft and quarters for officers and men. She is equipped with two ice machines, a cold storage and a scuttle-butt with cooling coils. Her top deck is flushed fore and aft, and her lower decks are divided into large compartments. There is a blower ventilating system for cooling the living quarters below decks and also the magazines and storerooms. After being placed in commission, the *Cleveland* made several short cruises, and in July, 1906, she left the United States on a Midshipmen's practice cruise, cruising as far as Madeira and stopping at the Azores. On September 18, 1906, she proceeded to Cuban waters where she remained until about February, 1907; this was during the Cuban Pacification. She was present for a short while in Hampton Roads during the Jamestown Exposition. In May, 1907, she left Staten Island, New York, in company with the

U. S. S. *Denver*, on a cruise to the Asiatic Station. On this cruise she stopped at Gibraltar, steamed through the Mediterranean Sea, stopping at Port Said, thence through the Suez Canal to Suez; from Suez to Aden, then across the Indian Ocean, using try-sails and stay-sails in addition to her engines, to Colombo, Ceylon, and from there to Singapore, China, thence to Manila, arriving there on August 1, 1907, and joining the Asiatic Squadron consisting of the *Rainbow*, *Chattanooga*, *Denver*, *Galveston* and the *Cleveland*. The *Cleveland* remained on the Asiatic Station, making many cruises to Japanese and Chinese waters and up the China rivers, and to Borneo, until May, 1910, when she left for the United States, stopping at Honolulu en route, and arriving at Mare Island in August, 1910, at which place she was placed out of commission. On April 8, 1912, she was recommissioned, with a reduced complement, and was assigned to duty as the Receiving Ship at Mare Island. On April 8, 1914, at which time the United States was having serious trouble with the ruling element of Mexico, she was placed in full commission and on April 25, 1914, left Mare Island to join the United States Pacific Fleet then on duty off the West Coast of Mexico. After having done her share of the duty off that coast she was ordered back to the United States and on September 11, 1916, she was placed in ordinary at the Navy Yard, Mare Island, for overhaul. The *Cleveland* was recommissioned on February 8, 1917, and left Mare Island on February 28, 1917, stopping at San Francisco, thence to San Diego and from there to Acapulco, Mexico. She then proceeded to the Central American coast and was on duty there when orders were received to proceed to Hampton Roads and join the United States Atlantic Fleet. She steamed through the Panama Canal and arrived at Hampton Roads on March 31, 1917, at which place she was on April 6, 1917, when the United States declared war against Germany. During the first three months of the war she did patrol duty off the east coast of the United States and in the early part of July, 1917, she joined the Cruiser Force at New York and was assigned to Convoy Duty—convoying merchant ships across the Atlantic, and she continued this duty until the Hun hollered quits. On December 5, 1918, the

*Cleveland*, in company with the *Tacoma* and *Denver*, left New York, having been assigned to Division One, United States Pacific Fleet, and proceeded to South American waters to join the Flagship of the Commander-in-Chief, the U. S. S. *Pittsburgh*, which ship has been stationed in these waters since the early beginning of the war. Stops were made at St. Thomas, V. I., Rio de Janeiro, Brazil, thence to Maldonado, Uruguay, where she arrived on January 12, 1919, and reported to the Commander-in-Chief, Admiral William B. Caperton, U. S. Navy. Together with the other ships of the fleet she visited Montevideo, Uruguay, Rio Grande do Sul, Brazil, and Santos, Brazil, where she arrived in February and at which place she was safely at anchor when she completed the *Second Anniversary* of her recommissioning. During these two years she has covered herself with glory and not being satisfied with the part that she took in the war against Germany, at the last moment, just as she was about to anchor in the harbor of Santos, Brazil, on February 1, 1919, she received orders to go to the assistance of the Brazilian Steamer *Therizina*—then in danger between Santos and the Alcatrazes Islands, and the good little ship that she is just turned right around and proceeded on her errand to lend a helping hand. The *Therizina* was sighted that afternoon lying on the rocks off the Alcatrazes Islands, but the weather, heavy rain squalls and rough sea prevented the *Cleveland* from getting sufficiently close that day to be of any assistance; however, she remained in the vicinity of the islands, searching for any survivors, until the following day, when it was learned that the crew of the *Therizina* had previously landed and that all were safe. The *Cleveland* then returned to Santos, anchoring late in the afternoon of February 2, 1919. The people of Santos and vicinity were greatly impressed with the part that the good old ship had taken in connection with the *Therizina* and presented a statue of bronze to commemorate the occasion, a photograph of which is shown on page 47 of this booklet—and thus her preceeding two years of active duty, during which time she had done her share and played her part in the Great Worlds War, came to a glorious end—and she was still game and ready to go wherever duty called.







*The Captain, Officers and Crew*



## The Cleveland's War Captains



*Captain Hines*

Captain John F. Hines, U. S. N.,  
February 8, 1917, to September 4, 1917.

Captain Kenneth M. Bennett, U. S. N.,  
September 4, 1917, to October 6, 1917.

*Note:* It is regretted that it was impossible to obtain a photograph of Captain Bennett.

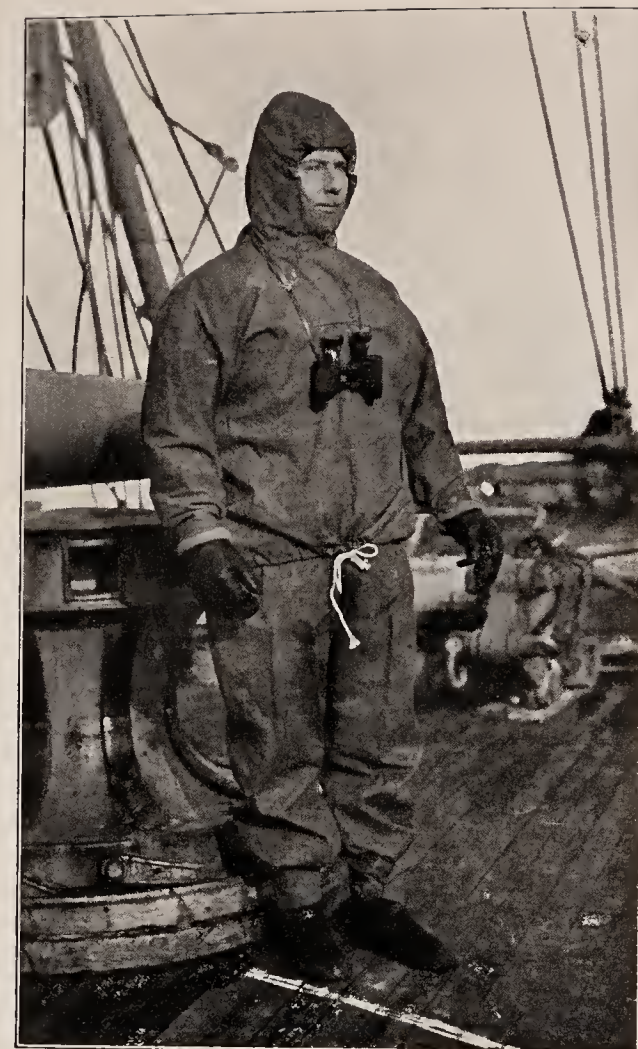


*Captain Hyland*

### Our Captains

Captain Cyrus R. Miller, U. S. N.,  
November 21, 1917, to September 6, 1918.

Captain John J. Hyland, U. S. N.,  
September 6, 1918, to the present.



*Captain Miller*





## *Officers of the Cleveland*

Captain John J. Hyland, U. S. N. ....	<i>Commanding.</i>
Lieutenant-Commander Franz B. Melendy, U. S. N. ....	<i>Executive Officer.</i>
Lieutenant William D. Sullivan, U. S. N. ....	<i>Engineer Officer.</i>
Lieutenant John E. Reinburg, Jr., U. S. N. ....	<i>Navigator.</i>
Lieutenant Sidney W. Kirtland, U. S. N. ....	<i>Second Division.</i>
Lieutenant Earl E. Stone, U. S. N. ....	<i>Asst. to the Engineer Officer.</i>
Lieutenant (jg) (T) Thomas W. Allen (RF), U. S. N. ....	<i>Third Division.</i>
Second Lieutenant George W. McKean, U. S. C. G. ....	<i>First Division.</i>
Ensign James S. Albany, U. S. N. R. F. ....	<i>Third Division.</i>
Ensign August C. Gies, Jr., U. S. N. R. F. ....	<i>First Division.</i>
Ensign Horace K. Horner, U. S. N. R. F. ....	<i>First Division.</i>
Ensign (T) Glen R. Bedenkapp (RF), U. S. N. ....	<i>Communication Officer.</i>
Ensign (T) Frank G. Minor (RF), U. S. N. ....	<i>Second Division.</i>
Ensign Raymond S. Lawson, U. S. N. R. F. ....	<i>Second Division.</i>
Lieutenant William J. Corcoran, M. C., U. S. N. ....	<i>Medical Officer.</i>
Lieutenant Kenneth C. Root, P. C., U. S. N. ....	<i>Supply Officer.</i>
Pay Clerk William B. Hanley, U. S. N. ....	<i>Asst. to Supply Officer.</i>

## Roster of Officers Who Formerly Served *on* Board

*(Rank shown is that held on date of detachment)*

Captain John F. Hines, U. S. N.  
Captain Kenneth M. Bennett, U. S. N.  
Captain Cyrus R. Miller, U. S. N.  
Lieut.-Comdr. Carl C. Krakow, U. S. N.  
P. A. Paymaster William H. Wilterdink, U. S. N.  
P. A. Paymaster Arthur H. Mayo, U. S. N.  
Lieutenant William E. Baughman, U. S. N.  
Lieutenant Thomas L. Sprague, U. S. N.  
Lieutenant Donald A. Green, U. S. N.  
Lieutenant William W. Schott, U. S. N.  
Lieutenant Morris S. Bender, M. C., U. S. N.  
Lieutenant Harry S. Harding, M. C., U. S. N.  
Lieutenant (jg) Van L. Kirkman, U. S. N.  
Lieutenant (jg) William J. McDonald, U. S. N. R. F.  
Lieutenant (jg) William F. Roehl, U. S. N.  
Assistant Paymaster Wilson S. Hullfish, U. S. N.  
Assistant Surgeon Grover C. Wilson, U. S. N.  
Ensign William A. Corn, U. S. N.  
Ensign Frank P. Thomas, U. S. N.  
Ensign John A. Sternberg, U. S. N.  
Ensign Samuel G. Lamb, U. S. N.

Ensign Harold M. Martin, U. S. N.  
Ensign (T) John S. Brayton (RF), U. S. N.  
Ensign (T) John O. Burgwin (RF), U. S. N.  
Ensign (T) Horace Butler (RF), U. S. N.  
Ensign (T) Douglas S. Moore (RF), U. S. N.  
Ensign (T) Conrad Chapman (RF), U. S. N.  
Ensign Samuel S. Fried, U. S. N. R. F.  
Ensign Samuel E. Howes, U. S. N. R. F.  
Ensign Robert B. Schaal, U. S. N. R. F.  
Ensign Worthington J. Stultz, U. S. N. R. F.  
Ensign (T) Orlin W. Blackett (RF), U. S. N.  
Ensign J. V. Lizars, U. S. N. R. F.  
Ensign Thomas S. Woods, Jr., U. S. N. R. F.  
Ensign Leon S. Crocker, U. S. N. R. F.  
Machinist Simeon L. Owen, U. S. N.  
Pay Clerk R. E. Ames, U. S. N., Retired.  
Gunner (T) Perle M. Lund, U. S. N.  
Boatswain (T) William T. Smart, U. S. N.  
Boatswain (T) Arthur Grove, U. S. N.  
Gunner (T) Claude W. Taylor, U. S. N.  
Machinist (T) Albert O. Mang, U. S. N.

*Note:* Captain John W. Oman, U. S. N., flew his flag on board the *Cleveland* as Commander Squadron Five, Patrol Force, from April 9, 1917, to July 13, 1917. Lieutenant Kirkwood H. Donavin, U. S. N., was his Aide during this period.





## Chief Petty Officers

Ast, A., C. M. M.  
 Ashland, A. E., C. B. M.  
 Archer, R. W., C. M. M.  
 Alderman, H. B., C. Y.  
 Bowen, J., C. G. M.  
 Bryan, G. A., C. Q. M. (G)  
 Carlson, G. E., C. C. M.  
 Holm, C. M., C. Y.  
 Jones, H., C. E. (G)  
 Kullander, N. M., C. C. S.

Meridew, B. T., C. B. M.  
 Mora, F. J., C. M. M.  
 Parker, E. C., C. Q. M. (G)  
 Peck, S. W., C. E. (R)  
 Purdy, W. K., C. M. M.  
 Quier, W. L., C. B. M.  
 Stillwell, R., C. W. T.  
 Stevens, J. W., C. P. M.  
 Weber, J. H. F., C. W. T.  
 Wiese, A. E., C. Y.



## The "Merry" First

Second Lieutenant George W. McKean, U. S. C. G. . . . . *Division Officer.*

Ensign August C. Gies, Jr., U. S. N. R. F. . . . . *Junior Division Officer.*

Ensign Horace K. Horner, U. S. N. R. F. . . . . *Junior Division Officer.*

Decker, T. W.; B. M. 1C.  
Fitzgerald, H. F.; B. M. 2C.

Winslow, B.; B. M. 1C.  
Denis, I.; Cox.

O'Day, J. F.; S. M. M.  
Keyser, E. F.; Cox.

Blanchfield, J. W.  
Browning, G. F.  
Bruce, J. E.  
Castleberry, S. F.  
Coleman, L. J.  
Duncan, R. C.  
Evans, T. A.  
Farrell, J. J.  
Fields, S. E.  
Finley, J. J.

Green, G. A.  
Gehret, E. M.  
Gleaton, J. H.  
Head, J. L.  
Hamrick, C. L.  
Leisengang, F. W.  
Martin, F. P.  
Mizalko, J.  
Martin, W. M.

Oleck, M. J.  
O'Leary, A. J.  
Reaney, W. E.  
Rouse, O. O.  
Smith, A. C.  
Schweitzer, C. L.  
Spurgeon, H. C.  
Toy, P. A.  
Terry, J. A.  
Warren, J.





## The "Happy" Second

Lieutenant Sidney W. Kirtland, U. S. N..... *Division Officer.*  
 Ensign (T) Frank G. Minor (RF), U. S. N..... *Junior Division Officer.*  
 Ensign Raymond S. Lawson, U. S. N. R. F..... *Junior Division Officer.*

Quier, W. L.; C. B. M.  
 Johnson, S. E.; B. M. 2C.  
 Schultz, T. G.; Cox.  
 Nelson, O.; Cox.

Wells, W. R.; B. M. 1C.  
 Johnson, J. L.; Cox.  
 Reinhart, N., Jr.; Cox.  
 Brady, H.; Cox.

Muncey, C. F.; B. M. 2C.  
 Szymanski, L. A.; Cox.  
 Bills, C.; B. M. 2C.  
 Jones, M. T.; Cox.

Buckhalt, J. T.  
 Brace, H. C.  
 Beck, H. M.  
 Bell, H. O.  
 Bush, C.  
 Bellei, G. J.  
 Baker, H. M.  
 Berry, E. E.  
 Bozicervich, J.  
 Dolan, F. E.  
 DeLong, F. V.

Dunbar, J. P.  
 Dobbs, H.  
 Fox, B.  
 Flodin, R. C.  
 Garbus, G. M.  
 Graham, B. L.  
 Hess, J. C.  
 Kies, H. L.  
 Kearns, J. P.  
 Lawson, C. E.

Landry, G. D.  
 Marion, W. V.  
 Maher, R. H.  
 McCloy, J. M.  
 McCann, B.  
 Oswald, F. M.  
 Poland, H. M.  
 Phillips, W. K.  
 Radcliffe, H. D.  
 Rubin, J. A.

Ruzika, J. A.  
 Simmons, F. A.  
 Sharp, O.  
 Swift, C. M.  
 Sievertsen, H. B.  
 Shelvin, H. D.  
 Skelton, W.  
 Sleeper, R. M.  
 Sendatch, W. F.  
 Tarver, H. M.



## The “Smiling” Third

Lieutenant (jg) (T) Thomas W. Allen (RF), U. S. N.....*Division Officer.*

Ensign James S. Albany, U. S. N. R. F.....*Junior Division Officer.*

Black, R. E.; B. M. 1C.

Dempsey, F. P.; Cox.

Anderson, W. A.

Bowen, W. F.

Bacho, A.

Carpenter, O. S.

Dougherty, R. P.

Davis, J. N.

Duryea, G. B.

Esterman, L. H.

Evans, O. T.

Gilchrist, W. J.

Haskins, H.

Horton, H.

Hemrich, F. C.

Myrick, W. H.; Cox.

Skomski, V. P.; Cox.

Kennedy, S. M.

Koch, F. W.

Libor, P. P.

Morris, L. R.

Murray, J. F.

Morgan, F.

Mildaus, W.

McWilliams, P.

Oelkers, H. J.

Poovey, H. M.

Whitby, D. L.

Weber, E. J.





## The Black Gang

Lieutenant William D. Sullivan, U. S. N. .... *Senior Engineer Officer.*  
 Lieutenant Earl E. Stone, U. S. N. .... *Assistant to the Engineer Officer.*  
 Ensign (T) Frank H. Baxter (RF), U. S. N. .... *Assistant to the Engineer Officer.*

Ast. A.; C. M. M.	Purdy, W. K.; C. M. M.	Archer, R. W.; C. M. M.
Weber, J. H. F.; C. W. T.	Stillwell, R.; C. W. T.	Mora, F.; C. M. M.
	Jones, H.; C. E. (G).	

### FIRST SECTION

Benson, F. A.; M. M. 1C.	Flanagan, J. G.; M. M. 2C.
Hansen, H. N. T.; M. M. 1C.	Mackey, R. J.; Eng. 2C.
Taffer, H. E.; Eng. 1C.	Adrian, L. D.; Eng. 2C.

Kolling, J. G.	Pelzer, R. C.
Coppic, J. M.	Biggs, O. T.
Holly, J. D.	Swanson, C.
Robinson, J. L.	Pavilick, E. G.
	Courtney, R. E.

### SECOND SECTION

Piske, A. H.; M. M. 1C.	Bergman, V. J.; W. T.
Larson, W. W.; B. Smth.	Lauer, J. W.; M. M. 2C.
Newberg, F. L.; M. M. 1C.	Vogt, E. J.; Eng. 2C.
	Anderson, C. N.; Eng. 2C.

Provost, A. E.	Frickie, J. H.
George, C. L.	Squires, W. J.
Swanson, S.	Clark, R. E.
Graham, H. Kane; J. P.	Glynn, T.
Sowell, R. Hays; G. G.	Murphy, C. F.

## Black Gang (*Continued*)

### THIRD SECTION

Otten, W. J.; M. M. 1C.	Schoepper, C.; CSmth.
Miller, J. L.; M. M. 1C.	Warfield, B. T.; Eng. 2C.
Mateer, H. T.; M. M. 1C.	Penewell, J. M.; Eng. 2C.
Hale, L. E.; BMkr.	Andrew, J.; W. T.

Snyder, C. A.	Dubbers, H. A.
Clary, J. W.	Benny, B. O.
Klatt, J. W.	Ziginski, W.
Flaherty, F. E.	Bollenbach, R. P.
State, G. G.	Chapman, H. G.

### FOURTH SECTION

Maronde, F. R.; M. M. 1C.	Turberville, G. E.; M. M. 1C.
Samilton, M. E.; W. T.	Mathiesen, N. P.; Eng. 1C.
Jones, N.; Eng. 1C.	Edgar, C. R.; Eng. 2C.

Walling, C. S.	Barnett, J. B.
Sorenson, E. O.	Dahlman, C. A.
Ford, J. F.	Overton, A. L.
Galloway, G. E.	McCann, T. J.
Owens, W. F.	Haupt, W. G.

### FIFTH SECTION

Peters, W.; E1C. (G)	Swope, M. D.; E1C. (G)
Harrington, A. W.; E1C. (G)	Sherman, M.; E1C. (G)
Moss, S. H.; E2C. (G)	Sweet, J. A.; E3C. (G)
Clark, L.; E3C. (G)	Brady, C. F.; E3C. (G)
Shouse, R. E.; E3C. (G)	Hanna, N. J.; Eng. 2C.
Cottrell, D.; Y2C.	Corich, F. G.; Y2C.

Allan, P.	Hohenstein, H. C.
Fanning, C. M.	Jamison, H. M.
Callen, J.	Cochrane, A. I.
Bowman, H. L.	Farrant, A. E.
Rowley, E. F.	Paul, V. E.
Campion, P. J.	Bentlage, W. F.

Williamson, J. F





## The "Frisky" Fifth

Ensign (T) Glen R. Bedenkapp (RF), U. S. N. .... *Communication Officer.*

Bryan, G. A.; C. Q. M. (G)  
 Parker, E. C.; C. Q. M. (G)  
 Harrison, H. W.; Y1C.  
 Neilon, W. H.; E2C. (R)  
 Huff, W. V.; QM3C. (S)  
 Harmon, A. F.; E3C. (R)

Alderman, H. B.; C. Y.  
 Richards, H. O.; QM1C. (G)  
 Kendall, K. M.; E1C (R)  
 Castleberry, S. R.; BM2C.  
 Fidler, H. W.; QM3C. (G)  
 Holappa, H. A.; E2C (R)

Holm, C. M.; C. Y.  
 Peck, S. W.; C. E. (R)  
 Brown, C. C.; QM1C. (G)  
 Goza, L. P.; E2C. (R)  
 Erwin, A. C.; QM3C. (G)  
 Westlake, A. B.; QM3C. (S)

Adreance, A.; Bugler.

Rupard, B. H.  
 Dick, G. L.  
 Fleishman, L.  
 Hann, S. W.

France, H. C.  
 Field, L. B.  
 Frizzell, J. C.  
 Cagle, O. S.

Kelly, J. W.  
 Franklin, V.  
 Steinhart, W. V.  
 Bruce, J. A.



## Depth “Bombs” *and* “Wood” Butchers

Chief Gunner’s Mate John Bowen.....*Division Officer.*

Ashland, A. E.

Chiodo, J. P.

Collman, C. F.

Carlson, G. E.

Duller, J. J.

Fox, G. D.

Hall, T. J.

Hansen, E. G.

Martin, A. P.

Monahan, A. F.

Nunn, N.

Nored, J. W.

Schaffer, F. E.

Steelman, L. R.

Shaffer, G. B.

Steffan, H.

Tomlinson, W. F.

Warner, S. R.

Meridew, B. T.





## The "Salts" and "Gargle" Gang

Lieutenant William J. Corcoran, M. C., U. S. N.....*Medical Officer.*

Chief Pharmacist's Mate John W. Stevens.....*Chief Petty Officer.*

Cruse, A. W.      Hatchew, F. R.      Hines, C. E.      Newton, R. E.      Skelton, R. F.



## The "Chow" and "Supply" Outfit

Lieutenant Kenneth C. Root, P. C., U. S. N.....*Supply Officer.*  
 Pay Clerk William B. Hanley, U. S. N.....*Ass't to Supply Officer.*  
 Chief Yeoman Albert E. Wiese.....*Chief Petty Officer.*  
 Chief Commissary Steward Nels M. Kullander.....*Commissary.*

Sleater, B. H.; Y<sub>1</sub>C.

Kelember, S. J.; SK<sub>1</sub>C.

Letterman, H. W.; SC<sub>1</sub>C.

McKinney, G. A.; Bkr. 1C.

Swift, P. A.; SK<sub>2</sub>C.

Hogins, L. R.; SC<sub>2</sub>C.

Flamm, E.; SC<sub>3</sub>C.

Herter, G. L.; Y<sub>1</sub>C.

Williams, P. E.; SK<sub>1</sub>C.

DeVries, J.; SC<sub>1</sub>C.

Sawyer, F. S.; SK<sub>2</sub>C.

Williams, O. M.; Bkr. 2C.

Copeland, D., Jr.; SC<sub>3</sub>C.

O'Brien, B. H.; Y<sub>3</sub>C.

Sevier, L. E.; Sea. 2C.





## Stewards, Cooks and Mess Boys

Bito, F.; Cab. Ck.

Westley, S.; W. R. Std.

Rojas, C.; Stg. Ck.

Arguelles, B.

Brisbane, B. D.

Cepeda, S.

Dapunan, D.

Nance, H.

Shields, S.

Sese, S.

Tolosa, A.

Tupaz, E.

Tunguia, P.

Nahail, P.

## Roster *of* Men Who Formerly Served *on* Board

Allen, G. W.  
 Althisar, G. T.  
 Amos, C. D.  
 Anderson, H. G. A.  
 Asuncion, M.  
 Arnold, W.  
 Artis, W. H.  
 Austin, P.  
 Arnold, O. S.  
 Agnew, G. L.  
 Allen, W. F.  
 Axelsen, C.  
 Aimar, B. H.  
 Ahearn, D. B.  
 Asher, L. T.  
 Abella, E.  
 Allen, B. H.  
 Baker, M. E.  
 Baird, R. F.  
 Bonner, B. A.  
 Bosch, G. E., Jr.  
 Bridge, N. W.  
 Brink, C. J.  
 Butler, C. N.  
 Burns, B.  
 Bushki, J. N.  
 Berlin, F.  
 Baker, S. R.  
 Barrington, V. T.

Boggs, R. O.  
 Braddock, E. J.  
 Blank, T. H.  
 Batilo, S. R.  
 Beckett, T. P.  
 Bradley, G. F.  
 Boyd, G. F.  
 Bingham, R.  
 Boham, R.  
 Bonilla, J. S.  
 Burton, C. L.  
 Bates, E. J. A.  
 Berryhill, H. B.  
 Brookes, J. W.  
 Brooke, W. H.  
 Broadley, R.  
 Brown, A. L.  
 Braun, C. W.  
 Brown, C.  
 Babb, R. W.  
 Bell, F.  
 Blackburn, R. D.  
 Ballast, W. P.  
 Candelorio, C.  
 Cleary, F. R.  
 Crisostonio, V.  
 Creasy, J. F.  
 Caringo, F.  
 Cortes, G.

Carrington, C. G.  
 Cooper, T. V.  
 Crabtree, W. E.  
 Cassell, G. P.  
 Chandley, E. F.  
 Chittick, C. W.  
 Cooke, A. L.  
 Coward, R. T.  
 Carlin, C. C.  
 Carran, L. W.  
 Campbell, G. C.  
 Clary, M. J.  
 Costello, C. W. J.  
 Croghan, W.  
 Chase, O. H.  
 Clark, H. J.  
 Church, W. H.  
 Chappell, G. E.  
 Coons, P. K.  
 Cochran, B.  
 Caldwell, J. S., Jr.  
 Coats, W. H., Jr.  
 Crozier, H. J.  
 Clarke, H. L.  
 Connor, R. V.  
 Crump, W. E.  
 Clutter, P. S.  
 Clutting, E. N.  
 Coakley, B.

Cepeda, S.  
 Crotchett, H.  
 Cook, J. W.  
 Culp, L. V.  
 Cotter, F. A.  
 Cooke, F. H.  
 Cullen, W. J.  
 Carter, H. N.  
 Dahl, R. O.  
 Davis, D. W.  
 Darmon, I. E., Jr.  
 Davenport, H. L.  
 Deininger, A. A.  
 Dooley, R. J.  
 Dale, W. W.  
 Dater, C.  
 Dick, E. B. A.  
 Donohue, W. J.  
 Dungey, T. E.  
 Day, C. I.  
 Dagher, S.  
 Douglass, R. P.  
 Davis, D. W.  
 Daniel, A.  
 Dorman, G. N.  
 Dell, W. J., Jr.  
 Denchfield, J. W.  
 Dillow, W. R.  
 Downey, M. J.  
 Davis, C. A.



## Roster of Men Who Formerly Served *on* Board—(Continued)

Davenport, R. H.	Fults, G. W.	Grossman, M.	Hocker, N. B.
Davis, G. E.	Foster, O.	Grove, R.	Harty, J. E.
Denton, W.	Flint, W. A.	Gibson, C. B.	Huston, M. E.
Deal, E. E.	Fiske, F. C.	Glick, H.	Hickok, C. N.
Davis, C. E.	Ferguson, D.	Gilmore, C. B.	Hasel, B. W.
DeMaris, F. D.	Fitzgerald, L. W.	Gladwell, J. S.	Hereld, J. N.
Donahue, F. J.	Fairchild, I. B.	Gray, G. L.	Herdeg, C. E.
Daniels, P. T.	Finlay, D. H.	Gardner, W. E.	Higuera, J.
Drake, H. S.	Ferrell, R. C.	Gragg, J. H.	Hill, W. H.
Donnelly, J. A.	Giering, P. G.	Granberry, D. L.	Hoffman, F. J.
Duff, A. H.	Glysteen, E. J.	Greeling, E. E.	Hanna, N. J.
Edwards, C. N.	Gibson, L. A.	Hill, H. M.	Hall, J. E.
Eckman, A. D.	Gilbert, J. G.	Henry, H. W.	Harmon, M. C.
Etterwind, F. W.	Graham, R. L.	Holdakowski, O. L.	Head, J. J.
Edwards, B. J.	Griffith, W. T.	Head, A. E.	Hixon, W. G.
Ebenbach, C.	Gros, A. P.	Henry, R. E.	Hodges, E.
Eberhardt, G. H.	Ginsberg, M.	Hollingsworth, J. G.	Halley, C. D.
English, T. J.	Goetz, L. J.	Humphrey, B. F.	Hawk, E. W.
Ellis, L. W.	Gunabe, P.	Hickok, E. D.	Herring, E. J.
Elser, C.	Gillespie, T. J.	Hudson, F. A.	Hunt, E. L.
Elliott, J. L. O.	Glemao, R.	Hagan, J. B.	Hunter, E. B.
Elrod, A. V.	Grant, J.	Hansen, G. R.	Hall, J. E.
Elam, C.	Giles, W. A.	Hall, H. T.	Howell, T. E.
Easha, J.	Gilmour, J.	Hart, K. K.	Hunter, W.
Errgang, H.	Gunther, R. C.	Heinze, W. G.	Harris, E.
Ferguson, C. E.	Graham, S. J.	Hinds, H. J.	Harris, F. D.
Ferguson, J.	Gerhauser, E. T.	Hamby, W. A.	Hyland, H. P.
Flanigan, R. L.	Gentry, I. C.	Harris, R. A.	Hartman, F. J.
Forster, H. J.	Green, J. E.	Hardman, C. R.	Hardin, J. V., Jr.
		Hobson, L.	Higginbotham, R. N.
			Hoyle, C. B.
			Hartman, C. P.
			Hill, J. E.

## Roster of Men Who Formerly Served *on* Board—(Continued)

Henderson, O. K.	Kelley, L. A.	Lynn, C. L.	Mainey, J. B.
Hagberg, B. W.	Klassen, M.	Lane, E. L.	Marek, E. A.
Helterbride, C.	Koen, J. H., Jr.	La Plant, L. B.	Maley, M. J.
Holmquest, L. R.	Kane, D. D.	Lindsay, W. L.	Murray, J. P.
Huval, I. J.	Keele, M. W.	Lee, A.	Milburn, C. H.
Hayes, M. R.	Kellogg, C. W.	Lewis, P. P.	Milligan, A. T.
Henry, H. W.	Kincaid, J. E.	Lea, W. R.	Martion, C. J.
Ivers, J. C.	Kirby, E. F.	Lindell, C. H.	McSpadden, J. H.
Ismert, E. G.	Kirby, E.	Logan, T.	McMeen, B. J.
Jameson, J.	Kowalczyka, L. A.	Livingston, W. B.	McKeil, B. J.
Johnston, L.	Kinkaid, J. P.	Lynch, B. F.	McCurrie, A. C.
Jones, C. F.	King, E. O.	Lockwood, H.	Marchino, F. C.
James, R.	Kilpatrick, J. B.	Lewis, E. H.	Murphy, L.
James, A.	Kappner, J.	Lulejian, J. H.	Miller, L. J.
Johnson, E.	Katz, H.	Lockhardt, P. G.	Millard, J. J.
Johnson, J. M.	Krause, G. G.	Ligsay, G.	Mercer, L. C.
Johnson, D.	Labertaux, H. D.	Lehrer, I.	Miller, D. H.
Jones, A. G.	Landergran, A. V.	LaTouch, C. F.	Moore, M. D.
Jacobson, J.	Lawson, L.	Long, E.	McAllister, L. W.
Jackson, R. A.	Lea, H. C.	Lackey, R. E.	Markham, C. H.
Jarman, H. R.	Lee, J.	Land, C. C.	McDaniel, H. H.
King, E.	Lusk, H. F.	Lucero, J.	McGhie, G. B.
Keeton, M. D.	Lysinger, L. W.	Lehmkuhl, J. P.	McFader, A. H.
Koepp, L. W.	Lawson, T.	Lubeck, H. A.	Mohr, J. W.
Kent, S. S.	Lehndorff, R. D.	Manovill, H. P.	Meade, W. B.
Kubis, A.	Lewis, H. F.	Margrade, J.	Miller, C. L.
Kinney, T.	Lindgren, V.	Martin, H. W.	Miller, R. F.
King, W. J.	Lindsey, G. B.	Malish, J. T.	Minor, E.
Kidwell, E.	Logan, E. J.	Marks, A. R.	Morin, A. J.
Kercheval, R. O.	Longlais, J.	Marrs, W. W.	McCloy, A. T.
Kirby, J. J.	Looney, C. R.	Mathews, W. C.	McDonald, A.
Kelso, S. V.	Lundblom, V. A.	Monson, A. W.	McDaniel, C. D.
Kitchens, C.	Luscombe, R. L.	Moore, S. C.	McNellis, W. J.



## Roster of Men Who Formerly Served *on* Board—(Continued)


McKeurley, J. H.	Peterson, E.	Rice, J. A.	Sherman, H. T.
McLaughlin, P. A.	Parker, K. L.	Roberts, J. A.	Skinner, C. W.
Northway, C. A.	Price, E. A.	Racicot, A. R.	Sleightam, W. C.
Neal, P. L.	Peterson, J. O.	Rodill, M.	Steagall, R.
Neff, W.	Phillips, R. E.	Ross, H.	Schoonover, W. H.
Nelson, A. F.	Pettit, W. J.	Riley, H.	Slapp, H.
Nelson, C. O.	Perey, B.	Rogers, B. E.	Sullivan, F. U.
Neff, H. B.	Pecht, L. M.	Rochart, F.	Seay, E. W.
Niezgodski, L. S.	Pierce, W. A.	Romero, A.	Shorter, H. B.
Nugent, C. P.	Pitkin, G.	Rosenberg, H. J.	Spencer, F. W.
Nester, W. A.	Plummer, G. W.	Robenson, C. G.	Stanley, J. D.
Nelson, L. A.	Prosise, H. T.	Redmon, H. L.	Seely, O. L.
Norton, K. E.	Pearson, Z.	Russell, J. S.	Smith, W. W.
O'Bryan, W.	Paxton, C. E.	Reese, J. A.	Smith, R. W.
O'Neil, N. P.	Randol, C. E.	Roy, C. J.	Shapard, E.
O'Halloran, B.	Ray, H. D.	Ryan, F. H.	Speis, S. D.
Osterloh, W. J.	Reeves, C. B.	Schaal, A. C.	Smith, H. L.
Owens, J. Q.	Reinboldt, J. C.	Schnurstein, H. E.	Shallis, J. J.
Olsen, P. D.	Richardson, W. N.	Skipps, W. A.	Simpson, W. N.
Ogden, C. H.	Reeber, C. J.	Stowell, C.	Sabin, R. H.
O'Brien, E. V.	Remley, H. A.	Stratton, H. B.	Sanberg, C. E.
Palmer, T.	Ring, T. J.	Sumaljag, F.	Schupp, G. A.
Papinean, P. A.	Roach, E. R.	Solis, M.	Selby, E. W.
Patrick, W. P.	Roensch, G.	Smith, H. H.	Speiser, A.
Patton, D. L.	Rivera, L. A.	Stephenson, H. H.	Skok, P.
Paulson, S. O.	Rodriques, J. L.	Smith, J.	Smith, J. M.
Penas, G.	Rowley, W. J.	Smith, D. J.	Salisbury, L.
Perry, F. C.	Ryan, W. J.	Smith, E. G.	Schramm, J. C.
Powell, R.	Rhodes, W. R.	Smith, R. A.	Soligon, L. J.
Pratt, J. P.	Rogers, T. H.	Sweet, E. V.	Speigal, W.
Prescott, F. L.	Rosenberger, R. L.	Stretch, J. N.	Stang, J. W., Jr.
Portacio, F.	Royston, H. K.	Sotter, R. R.	Steere, W. J.
Patterson, E. W.	Remington, N. C.	Shearer, C.	Stout, J. D.

## Roster *of* Men Who Formerly Served *on* Board—(*Continued*)

Swearer, E. S.	Tresser, Q. D.	Ward, J. F.	Ware, O. L.
Stewart, J. L.	Thompson, C. J.	Weber, L. G.	White, G. W.
Streckfus, H. G.	Underwood, E. L.	Weber, C.	Walters, A. L.
Taylor, G. R.	Vanpell, G.	Williams, W. L.	Warspinki, P. F.
Thiele, G. A.	Vincent, L. P.	Williams, N. C.	Winslow, W.
Tierney, L. W.	Vestal, M. N.	Weil, M. W.	Weston, P. L.
Terry, J. A.	Vanneman, J. S.	Wilcox, B. H.	Yamamoto, A.
Torreyson, M. D.	Winter, L. P.	Woodward, I. J.	Yans, J. E.
Turner, F. A.	Wiese, J. P.	Wallace, W. A.	Yeoman, D.
Tyler, C. H.	Wilson, J.	Whaley, G. C.	Yarrington, O. R.
Thomas, F. V.	Wood, C. S.	Weiss, M. H.	Young, C. A.
Totten, C.	Weeden, A.	Wood, W.	Ziolkowski, J. A.
Torres, J. H.	Welch, C. F.	Willis, E.	Zeyen, C. F.
Tufford, W.	Witt, E. P.	Wood, R. T.	Zetterberg, F. W.
Thaler, M.			



## Brief of *the Cleveland* and Her Jaunts

HE *Cleveland* was placed in commission at the Navy Yard, Mare Island, Cal., on February 8, 1917, at which place she had been placed in ordinary on September 11, 1916, for extensive overhaul. For the 2½ years prior to being placed in ordinary she had performed her share of the duty off the West Coast of Mexico.

The Captain, and practically all of the officers and men, who placed her in commission, were from the *Chattanooga*, which ship had been placed out of commission on the same date as the commissioning of the *Cleveland*. Both ships being of the same type, the officers and men were assigned the same duties, the result was that the same routine was followed and every one was at home—it was not necessary to get acquainted with the new ship.

The *Cleveland* took her departure from Mare Island on February 28, 1917, stopping at San Francisco for two days and at San Diego for one. On March 5, 1917, she left San Diego and arrived at Acapulco, Mexico, on March 10, 1917, leaving there on March 12, 1917, for a cruise down the Mexican and Central American Coasts. From March 16 to 21, 1917, she cruised off the coast of Costa Rica, and much time was devoted in running close to the shore line. All bays, harbors and inlets were visited, and boating parties were sent up the navigable streams. On March 21, 1917, orders were received directing her to proceed to the East Coast and report to the Commander-in-Chief of the United States Atlantic Fleet; we knew then that there was something doing. Naturally, the West Coast sailors did not at first relish the idea of leaving on such short notice, but when it became apparent that we would have a chance to take a wallop at the Hun they were jubilant and forgot about the West Coast. We arrived at Balboa on March 23, 1917, coaled and took on provisions, and on March 24, 1917, passed through the Panama Canal; this was of course a pleasant and interesting trip to those on board who had never visited the Canal. On March 31, 1917, we reported to the Commander-in-Chief of the United States Atlantic Fleet at Hampton Roads, Va., and were at that place when the United States declared war against Germany, and the Fleet was ordered to mobilize on April 7, 1917. On April 9, 1917, the *Cleveland* became the Flagship of

Squadron Five, Patrol Force, and on the morning of April 10, 1917, we proceeded to our Patrol Station, having been ordered to patrol the Atlantic Coast of the United States from Barnegat Lightship to Five Fathoms Lightship. We remained on the patrol station until April 20, 1917, when we visited the Base for supplies, coal, mail, etc., remaining there until April 25, 1917, when we took our departure for our new patrol station which covered the Atlantic Coast of the United States from Cape Hatteras to Cape Canaveral. We patrolled this station, except at such time when it was necessary to visit the Base, until July 6, 1917, when we were ordered to join the Cruiser Force. The *Cleveland* proceeded to New York, arriving off St. George, S. I., on July 8, 1917, and on July 13, 1917, Captain John W. Oman, U. S. Navy, hauled down his flag as Commander, Squadron Five, Patrol Force, and on that date we became attached to the Cruiser Force. On July 22, 1917, at 5.59 a. m., we took our departure from Lower Bay, New York, where we had shifted to the previous night, and proceeded on our first convoy trip "over there," having a fleet of 16 merchant ships in convoy. We delivered these ships safely at the rendezvous within the War Zone (at that time), turning them over to *H. M. S. Adventurer* at 12.30 a. m., on August 5, 1917. It is believed that the honor falls to the *Cleveland* for being the second ship of Uncle Sam's Navy, subsequent to our entry into the Great War, to convoy a fleet of merchant ships across—the honor of being the first having fallen to the *Albany*, which ship we spoke on July 30, 1917, when she was on her return trip home. From the time that the *Cleveland* joined the Cruiser Force until we backed the old Hun up against the wall, she performed convoy duty, making seven trips across to the rendezvous on the other side, convoying a total of 162 ships, all of which were turned over safely to our relief. During the period of our convoy duty we met with many adventures, hard knocks, storms, and the work was hard for everyone on board, but there was no kick—every officer and man performed his duty willingly and were cheerful at all times and under all conditions—they all worked together and took the hard knocks like men—but one object was their goal—and that was to do their part in licking the Hun and then did it well. At times our watches were four hours on and four hours off (sometimes we did not

## Brief of the Cleveland and Her Jaunts—*Continued*

get the four hours off); on many of these trips we had to buck heavy gales and seas and as hammocks were out of fashion, on convoy duty, for the reason that we were required to keep our clothes and life belt, together with the water bottle, on at all times, and there were not many places about the deck where a man could caulk off because the decks were wet practically all of the time. On our eastward trip we always carried a deck load of coal—this was miserable in itself, as it kept the ship dirty and also prevented a free movement from one part of the ship to the other. Just picture yourself on a small ship, her upper decks loaded down with coal, a strong gale blowing and a heavy sea running, all lights out, and the temperature a little above zero, the general alarm sounds about two in the morning, you are where the subs were last reported to be working, you awaken quickly, your battle station is way forward and you are at present way aft, you have to stumble over the coal pile, run into some shipmate going in the opposite direction, hit your head against the skids in going over the coal pile, run against a 5-inch gun, crack your shin against a 5-inch projectile, you cannot see a foot in front of you, can hardly stand on your feet on account of the acrobatics of the ship, you finally reach your station and remain there for an hour or two, or until the danger is over, when you return to catch a few more winks, about this time the general alarm sounds again and you go through the same performance as before—and you repeat these stunts both day and night until the trip is over—that is *convoy duty*—but you hear no complaints, every officer and man is in good spirits and with that spirit throughout the United States Navy and Army the Hun did not stand a chance. In addition to the watches and the many calls to battle stations, it was also necessary to carry out the routine drills and when the coal was off the decks the big field day was the main issue—then we got the good old ship looking like herself again—and perhaps you could sneak a bath and put on some clean clothes. We returned to New York from our last convoy trip on October 14, 1918, and as luck should have it we met with the only serious accident during our war with Germany, for on October 2, 1918, at 4.35 p. m., our starboard propeller shaft carried away, and for several days to follow we had to buck heavy seas and winds. Through

good seamanship on the part of the Boatswain's Gang, the propeller was saved, it having been lashed under adverse weather conditions, and we arrived safely in New York, at which place we were when the Hun threw up the sponge—and we had the honor of joining the celebration on the occasion of the end of the World War—and the good old *Cleveland* wound up her war career in glory with a toot of her six-foot whistle and many cheers from her officers and men. On December 5, 1919, we left New York for St. Thomas, V. I., on the first leg of our trip to join the United States Pacific Fleet. Arrived in St. Thomas on December 11, 1918, having encountered a storm on the night of the 7th; at 9.14 p. m., on that date, the ship made two heavy rolls, the last being about 42 degrees to port, which resulted in the loss of the port whale-boat and the foretopmast carried away about five feet below the cross trees, but no one was hurt. Left St. Thomas on December 15, 1918, and on Tuesday, December 24, 1918, in Latitude 37°—58' W., we crossed the Equator; *Neptunus Rex* and his staff came on board and all officers and men who had not previously crossed the Equator were initiated into the Royal Realm. We arrived at Rio De Janeiro, Brazil, on December 30, 1918, leaving there on January 9, 1919, and arriving at Maldonado, Uruguay, January 12, 1919, at which place we joined the Commander-in-Chief of the United States Pacific Fleet on board his Flagship the *Pittsburgh*. The *Tacoma* and *Denver* accompanied us from New York. On January 14, 1919, we left Maldonado and arrived at Montevideo, Uruguay, on the same date, mooring behind the breakwater together with the other three ships. The *Cleveland*, together with the *Pittsburgh* and *Denver* left Montevideo on January 27, 1919, and on January 28, 1919, the *Cleveland* and *Denver* moored to buoys in the dredged basin at Rio Grande Do Sul, Brazil, the *Pittsburgh* remaining outside. Left *Rio Grande Do Sul* on January 30, 1919, and the three ships proceeded to Santos, Brazil, arriving there on February 1, 1919, but the *Cleveland* before anchoring received orders to proceed to the assistance of the Brazilian Lloyd Steamer *Therizina*, which ship was on the rocks off the Alcatrazes Islands. After carrying out these orders returned to Santos on February 2, 1919.





*Ships in Convoy*

## The Following Merchant Ships Were Convoyed *by the* CLEVELAND

### FIRST TRIP

Assyria  
British Admiral  
Carmarthenshire  
City of Lucknow  
Coloria  
Elysia  
Eurylaches (Joined Later)  
Heleopolis  
Hindford  
Maxton  
Parisian  
Palma  
Ricardo A. Mestres  
Socrates  
Tregarthen  
Vandalia  
Venovia

### SECOND TRIP

Admiral Cochrane  
Apelles  
Baron Jedburgh  
City of Edinburgh  
Eurylaches  
Florence Luckenbach  
Geo. G. Henry  
Glenarchy  
Monticello  
Neches  
Ohioan  
Quilota  
Santille  
San Valerio  
Victoria

### THIRD TRIP

Areleche  
Boxleaf  
Cape Ortagal  
Clorissa  
Czar  
City of Oran  
El Oriente  
F. J. Luckenbach  
Gulflight  
Glen Razen  
H. C. Folger  
Howie Hall  
Iowan  
Lancasterian  
Minnesotaian  
New York  
Port Macquerrie

Russian Prince  
Radcliffe  
Sylvian Arrow  
Shoshone  
Vernacher

### FOURTH TRIP

Ardgair  
Aspenleaf  
Alaskan  
Broad Arrow  
Bayronto  
Caladonian  
Casco  
City of Atlanta  
E. F. Luckenbach  
Georgia  
Harpathian  
H. C. Folger  
Irishman  
Iowan  
Lake Manitoba  
Lancastrian  
Medina  
Minnesotan  
Mexican  
Neches  
Pennyworth  
Pendrogan Castle  
Pensacola  
Rappahannock  
St. Francis  
Tydeus  
Vancouver  
Westward Ho  
West Arrow

## Ships Convoyed *by the* Cleveland—(Continued)

### FIFTH TRIP

American	Ohioan
Ampion	Poleric
Arizonian	Panaman
Arakan	Paulsboro
Barrister	Roepat
Bolton Castle	Silver Lip
Buenaventura	San Patricio
Coronado	Santa Cecelia
Dora	Standard Arrow
El Sol	Sylvian Arrow
Fernleaf	War Prophet
Glacier	War Sword
Guantanamo	War Patriot
Iriquois	War Kinsman
Limeleaf	Western King
Mariana	West Shore
Montanan	Yosemite
Netherpark	

### SIXTH TRIP

Alaskan
Arcadia
Artemis
Accomac
Bylal
Buford
Bolton Castle
Celtic
Culgoa
Clare
Deepwater
Fairmont
F. J. Luckenbach
Gold Shell
Mogiloff
Mississippi
Norman Bridge
Oyleric

### SEVENTH TRIP

Antilla	Queen Alexandra
Abercorn	Salermo
Bali	Tunica
Bremerton	West Gambo
Ceyon Maru	Western Front
Ed. Luckenbach	Westhampton
Englewood	W. D. Noyes
El Occidente	
Felix Taussig	
Francis	
Houston	
Kanawha	
J. L. Luckenbach	
Kerry Range	
Kishinev	
Munplace	
Muskogee	
Owego	



*A C. P. O. Gun Crew*



*Winter on Convoy Duty*



# Itinerary, 1917-1918-1919

Port Visited	Date of Arrival	Date of Departure	Distance to the Next Port	Port Visited	Date of Arrival	Date of Departure	Distance to the Next Port
Navy Yard, Mare Id., Cal.....	.....	Feb. 28	26	Lower Bay, New York.....	Dec. 11	Dec. 11	4,541
San Francisco, Cal.....	Feb. 28	Mar. 2	452	Convoy Trip .....	Dec. 11	Jan. 3	....
San Diego, Cal.....	Mar. 4	Mar. 5	1,381	St. John's, Newfoundland.....	Jan. 3	Jan. 4	1,254
Acapulco, Mexico .....	Mar. 10	Mar. 12	935	Off Cape Henry, Va.....	Jan. 9	Jan. 10	16
Coast of Costa Rica, C. A.....	Mar. 16	Mar. 21	784.7	Hampton Roads, Va.....	Jan. 10	Jan. 15	55
Balboa, Canal Zone.....	Mar. 23	Mar. 24	1,831	Tangier Sound, Md.....	Jan. 16	Jan. 19	503
Hampton Roads, Va.....	Mar. 31	Apr. 10	2,007	Navy Yard, Charleston, S. C.....	Jan. 21	Jan. 29	442
Patrol Station .....	Apr. 10	Apr. 20	....	Off Ent. Chesapeake Bay.....	Jan. 30	Jan. 31	16
Hampton Roads, Va.....	Apr. 20	Apr. 25	1,638	Hampton Roads, Va.....	Jan. 31	Feb. 1	276
Patrol Station .....	Apr. 25	May 2	....	St. George, S. I., New York.....	Feb. 2	Feb. 12	14
Charlestown, S. C.....	May 2	May 2	728	Lower Bay, New York.....	Feb. 12	Feb. 12	5,057
Patrol Station .....	May 2	May 6	....	Convoy Trip .....	Feb. 12	Mar. 9	....
Charleston, S. C.....	May 6	May 6	455	Hampton Roads, Va.....	Mar. 9	Mar. 10	32
Patrol Station .....	May 6	May 8	....	York River, Va.....	Mar. 10	Mar. 11	36
Charleston, S. C.....	May 8	May 14	1,688	Tangier Sound, Md.....	Mar. 11	Mar. 11	55
Patrol Station .....	May 14	May 21	....	Hampton Roads, Va.....	Mar. 12	Mar. 12	276
Charleston, S. C.....	May 21	May 21	1,140	St. George, S. I., New York.....	Mar. 13	Mar. 15	2
Patrol Station .....	May 21	May 26	....	Robins D. D. Co., Bklyn., New York	Mar. 15	Apr. 5	3.5
Charleston, S. C.....	May 26	June 4	1,124	St. George, S. I., New York.....	Apr. 5	Apr. 17	15.5
Patrol Station .....	June 4	June 9	....	Ambrose Channel, New York.....	Apr. 17	Apr. 17	5,096
Charleston, S. C.....	June 9	June 10	819	Convoy Trip .....	Apr. 17	May 10	....
Patrol Station .....	June 10	June 11	....	Ent. Hampton Roads, Va.....	May 10	May 11	16
Target Range .....	June 11	June 15	....	Hampton Roads, Va.....	May 11	May 12	281
Patrol Station .....	June 15	June 16	....	St. George, S. I., New York.....	May 13	June 2	15.5
Charleston, S. C.....	June 16	June 25	1,554	Ambrose Channel, New York.....	June 2	June 2	5,002
Patrol Station .....	June 25	July 2	....	Convoy Trip .....	June 2	June 25	....
Charleston, S. C.....	July 2	July 2	631	Hampton Roads, Va.....	June 25	June 27	51.5
Patrol Station .....	July 2	July 6	....	Tangier Sound, Md.....	June 27	June 28	303
Charleston, S. C.....	July 6	July 6	639	St. George, S. I., New York.....	June 29	July 28	11
St. George, S. I., New York.....	July 8	July 21	4	Ambrose Channel, New York.....	July 28	July 28	5,198
Lower Bay, New York.....	July 21	July 22	4,588	Convoy Trip .....	July 28	Aug. 19	....
Convoy Trip .....	July 22	Aug. 16	....	Tangier Sound, Md.....	Aug. 19	Aug. 20	45
St. George, S. I., New York.....	Aug. 16	Sept. 7	651	Hampton Roads, Va.....	Aug. 20	Aug. 21	281
Off Ent. to Charleston, S. C.....	Sept. 9	Sept. 10	18	St. George, S. I., New York.....	Aug. 22	Sept. 18	11
Navy Yard, Charleston, S. C.....	Sept. 10	Dec. 2	426	Ambrose Channel, New York.....	Sept. 18	Sept. 18	4,618
Hampton Roads, Va.....	Dec. 3	Dec. 4	280	Convoy Trip .....	Sept. 18	Oct. 14	....
St. George, S. I., New York.....	Dec. 5	Dec. 11	16	St. George, S. I., New York.....	Oct. 14	Oct. 16	4

Itinerary, 1917-1918-1919—Continued

Port Visited	Date of Arrival	Date of Departure	Distance to the Next Port	Port Visited	Date of Arrival	Date of Departure	Distance to the Next Port
Shewan & Sons D.D. Co., Bkn., N. Y.	Oct. 16	Nov. 25	9	Montevideo, Uruguay .....	Jan. 14	Jan. 27	315
St. George, S. I., New York.....	Nov. 25	Dec. 5	1,430	Rio Grande do Sul, Brazil.....	Jan. 28	Jan. 30	914
St. Thomas, V. I.....	Dec. 11	Dec. 15	3,611	Santos, Brazil .....	Feb. 2	.....	.....
Rio de Janeiro, Brazil.....	Dec. 30	Jan. 9	975	Distances steamed on Target Range..	.....	.....	243
Maldonado, Uruguay .....	Jan. 12	Jan. 14	66				
Total distance steamed for two years .....							64,871.7

A Record Hard to Beat.



Lt.-Comdr. Carl C. Krakow and Lieut. Wm. D. Sullivan.  
The former was our Executive for twenty-two months



Gas Masks



## Eventful Happenings



ICTORY, and Old Glory, never lowered in defeat, is still flying majestically with her red and white stripes and blue field with silver stars proclaiming to the world that we are a free people proud of the part that we took in the great war in helping to save Democracy and wiping out forever the iron hand of Autocracy and Militarism. We are more than proud, for Old Glory saved the day for the heroic but almost beaten Allies when she stepped in, throwing all of her resources and man power on the side of the right. At that time Germany and her Allies loomed high upon the horizon—they had visions of the day when they would eventually dictate to the World—but they had not reckoned upon those free people across the distant sea—those free people who had never yet had their colors lowered and who had always fought on the side of the right. We were scorned upon by Germany on that day, April 6, 1917, when we could no longer stand for their abuses and their mode of warfare, and declared war against that power. What could we do to alter the situation—we could not land safely a fighting force sufficiently large to affect the positions that Germany and her Allies had gained, or even to stop their offensive; we could only assist our Allies in giving them loans, and supplying them with food, ammunition and materials, and much of this they thought would be lost on account of their many submarines then operating in the great commerce lanes of the Atlantic. What was the result—within one year we landed safely over one million fighting men on European soil, we had two million men there when the finis sign was hoisted and many million more in training in the United States ready to go; we constructed merchant ships so fast that it astonished the world; our cruisers were convoying safely cargo ships across the Atlantic with food, ammunition and materials not only for our own fighting force of over one million, but to those of our Allies and their civilian population. We systematized and revolutionized modern warfare; our men did not know what retreat was—nor the word retire—their motto was “Keep the enemy moving to their rear” and the Hun sure did some marathon—and there was no let up for second wind. When the United States declared war

a fleet of destroyers were sent immediately to assist the Allies in hunting down the Hun's submarines which were at that time destroying commerce faster than it could be replaced; within a very short period the Hun and his subs began to slowly disappear—thanks to the depth bomb of our own invention and the method we employed in the search; our cruisers then began to convoy the cargo ships and so far as we know of the many thousands of ships convoyed by our force to within the war zone practically every one was turned over safely. Then our fighting men of the Marine Corps and Army began to get in action; and before the end of the war found our own men from the Navy at the front hurling 14" projectiles at the enemy—and these same Navy men and their projectiles gave a good account of themselves. The Germans in the early summer months of 1918 were within easy distance of Paris—the capture of which would have meant sure defeat for the Allies; they were making preparation to enter that great city of France, but they did not realize what was before them—the sons of Old Glory and everyone a fighting man with the greatest power on earth behind them. Yes, they were on the road to Paris—and that road was wide open, too, with the French broken and on the run and the British weakened and unable to hold; the world knows that it was two regiments of American Marines who stopped the Hun and started him back on his way. That was the turning point of the war; those fighting Marines in stopping the German offensive and driving them back—rallied the forces of our Allies and gave them a chance to catch their breath and save Paris. The great offensive of the Allies began on July 18, 1918, and in the last two months of the war our American boys showed the world how to fight—they were given all of the hard nuts to crack and they cracked them; they were given the Argonne section to crack, the most frightful fighting country, and the section most vital to the Hun, the key to his whole position, the place he had to hold at any cost, but our boys cracked it and at that with nearly the whole German strength massed against them, and from then on the Hun was driven back day by day until it became a rout, and on November 11, 1918, we saw the last of the Hun and his dream to rule the World, for on that

day Germany capitulated to Marshal Foch, Commander-in-Chief of the Allied Armies, and thus brought to an end the most remarkable war in the history of the world which had been fought for four years, three months and thirteen days, and in which millions of men had been engaged

and billions of dollars expended. We ask the Germans now what they think of our capability and capacity, and if the American man is a fighting man—it took us about seventeen months to do the job, but we did it up brown, and the Yankee is now on German soil.

## Brief of the Beginning of the War

On June 28, 1914, two shots were fired in an obscure province in the Old World by a man whose name is now forgotten; the two shots lodged in the body of Archduke Franz Ferdinand, heir apparent to the imperial throne of Austria-Hungary, and furnished the pretext for Germany and Austria-Hungary to begin what developed into the world war. In July, 1914, Austria presented her ruthless ultimatum to little Serbia, which was refused, and on July 28, 1914, Austria-Hungary declared war on Serbia. On August 1, 1914, Germany declared war on Russia. August 3, 1914, Germany notifies Belgium that her troops would march through that country by force. August 3, 1914, France declares war on Germany. August 4, 1914, Great Britain declares war on Germany. August 6, 1914, Austria declares war on Russia. August 12, 1914, Great Britain declares war on Austria. August 23, 1914, Japan declares war on Germany. November 5, 1914, Great Britain and France declare war on

Turkey. February 10, 1915, the United States made its first protest against ruthless warfare at sea. March 7, 1915, *Lusitania* torpedoed with many Americans on board. May 13, 1915, United States makes its second protest on submarine warfare. May 23, 1915, Italy declares war on Austria. July 9, 1915, the United States made its third protest against ruthless submarine warfare. July 21, 1915, the United States made its fourth protest. October 15, 1915, Bulgaria declared war on Serbia. May 8, 1916, renewed notes between the United States and Germany relative to submarine warfare; Germany's notes were unsatisfactory to the United States. August 27, 1916, Roumania declares war on Austria-Hungary. January 31, 1917, Germany announced ruthless submarine warfare. February 3, 1917, United States severed diplomatic relations with Germany. On April 6, 1917, the United States declared war on Germany.

## War Diary—1917

Apr. 6. At Hampton Roads, U. S. declares war against Germany. *Cleveland* ready.

Apr. 7. At Hampton Roads. At 11.50 a.m. received radio from Commander-in-Chief, U. S. Atlantic Fleet, "*Mobilize for war.*" At noon established censorship.

Apr. 8. At Hampton Roads. Received radio about Commerce Raider. *Cleveland* held in readiness to go to sea.

Apr. 9. At Hampton Roads. At 11.40 a.m. Captain John W. Oman, U. S. N., came on board and hoisted his flag as Commander Squadron Five, Patrol Force.

Apr. 10. At Hampton Roads. At 6.07 a.m. got underway and proceeded to patrol station.

Apr. 10-18. On patrol station. Uneventful, except report of enemy subs working in vicinity and the many narrow escapes from collision with merchant ships while steaming at night with all lights out.

Apr. 19. On patrol station. At 7.45 a.m. sighted the U. S. S. *Ozark* and the five-masted schooner *Henry O. Barrett*. The *Ozark* and *Barrett* had a collision about 2.00 a.m., doing damage to both.

Apr. 20.  
Apr. 20-25. On patrol station. Proceeded to base at Hampton Roads. At base. Coaled ship and took on stores. On 24, French Commission arrived on board the *Aube*.

Apr. 25. Got underway at 2.03 p.m. and proceeded to new patrol station.



## War Diary—(*Continued*)

- Apr. 25—May. 2.** On patrol station. Uneventful.
- May 2.** Arrived at *base*, Charleston, S. C. Sent and received mail. At 2.09 p.m. got underway and proceeded to patrol station.
- May 2-6.** On patrol station. Uneventful, except for holding up merchant ships for recognition.
- May 6.** Arrived at *base* at 1.27 p.m. Sent and received mail. Sent men to hospital. At 3.03 p.m. got underway and proceeded to patrol station.
- May 6-8.** On patrol station. Uneventful, except for holding up merchant ships for recognition. Arrived at *base* at 3.06 p.m. Received coal lighters alongside. Sent and received mail.
- May 8-14.** At *base*. Coaled ship, painted, granted liberty and received stores. Got underway at 10.31 p.m. and proceeded to patrol station.
- May 14-21.** On patrol station. Uneventful, except that searched for disabled steamer *City of Wilmington*.
- May 21.** Arrived at *base* at 2.31 p.m. Sent and received mail. Got underway at 5.09 p.m. and returned to patrol station.
- May 21-26.** On patrol station. Uneventful, except investigated many ships.
- May 26.** Arrived at *base* at 2.24 p.m. Sent and received mail.
- May 26—June 4.** At *base*. Coaled ship, granted liberty and received stores. Got underway at 1.05 and returned to patrol station.
- June 4—June 9.** On patrol station. Uneventful, except investigated many ships.
- June 9.** Arrived at *base* at 11.05 a.m. Sent and received mail.
- June 10.** At *base*. Got underway at 1.20 p.m. with target in tow and proceeded to *Long Bay*, over patrol station.
- June 11.** At *Long Bay*. Laid out target range.
- June 12.** At *Long Bay*. Fired day and night practices for spotters, and commenced short range battle with 6-pdrs.
- June 12.** At *Long Bay*. Completed short range battle with 6-pdrs. Commenced day short range battle.
- June 14.** Completed day short range battle.
- June 15.** At *Long Bay*. Completed firing Long Range Battle. Took target in tow and returned over patrol station.
- June 16.** Returning over patrol station with target in tow. At 2.30 p.m. anchored at the *base*. Turned over target. Sent and received mail. Liberty.
- June 16—25.** At *base*. Coaled ship. Liberty, stores and provisions. Got underway at 10.33 a.m. and returned to patrol station.
- June 25—July 2.** On patrol station. Uneventful, except investigated several ships.
- July 2.** Arrived at *base* at 1.16 p.m. Sent and received mail. Got underway at 4.04 p.m. and returned to patrol station.
- July 2-6.** On patrol station. Uneventful, investigated many ships. Arrived at *base* at 6.23 a.m., coaled ship. Got underway at 1.50 p.m. and set course for *New York*.
- July 7.** Making passage to *New York*.
- July 8.** At sea. Arrived off *St. George, S. I., New York*, at 8.05 p.m.
- July 8-21.** At anchor off *St. George, S. I., N. Y.* July 13 Captain Oman hauled down his flag as *Commander Squadron Five, Patrol Force*, and the *Cleveland* joined the *Cruiser Force*. Got underway at 6.29 a.m. and anchored in *Lower Bay*.
- July 22.** Got underway at 3.39 a.m. and started on our first convoy trip with 16 ships.
- July 22-27.** On convoy. Uneventful.
- July 28.** On convoy. At 8.35 a.m. went to General Quarters and stopped steamer by firing blank shot. She proved to be the British steamer *Aspenleaf*.
- July 29.** On convoy. Uneventful
- July 30.** On convoy. At 4.35 p.m. spoke the U. S. S. *Albany* westward bound.
- July 31—Aug. 3.** On convoy. Uneventful.
- Aug. 4.** On convoy. Entered *War Zone*. At 9.50 p.m. sighted vessel. At 10.45 p.m. exchanged recognition signals with H.M.S. *Adventurer*.
- Aug. 5.** On convoy. At 12.15 a.m. spoke H.M.S. *Adventurer* and turned over convoy. Changed course to the westward.

## War Diary—(Continued)

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| <p>Aug. 6-8. Returning from convoy. Uneventful.</p> <p>Aug. 9. Returning from convoy. At 4.50 p.m. passed a five-masted schooner, but on account of the limited amount of coal could not investigate her. About 9.00 p.m. intercepted a radio message between two ships which gave information about us and also our approximate position. It is thought that this message was from the schooner which we passed, and she is probably a mother ship for the enemy subs. We zig-zagged throughout the night.</p> <p>Aug. 10-13. Returning from convoy. Uneventful.</p> <p>Aug. 14. Returning from convoy. At 3.00 p.m. sighted steamer and went to general quarters. Headed for steamer, spoke her and she proved to be the Norwegian Steamer <i>Solveric</i>.</p> <p>Aug. 15. Returning from convoy. Uneventful, except for heavy fog.</p> <p>Aug. 16. Arrived off <i>St. George, S. I., N. Y.</i>, at 8.12 a.m. with 45 tons of coal.</p> <p>Aug. 16—Sept. 7. At anchor off <i>St. George, S. I., N. Y.</i> Coaled ship, took on stores and provisions. Liberty. Sept. 4th Captain Hines detached and Captain Bennett assumed command. Got underway at 5.59 a.m. for <i>Navy Yard, Charleston, S. C.</i></p> <p>Sept. 7-8-9-10. At sea, making passage to <i>Charleston, S. C.</i> Uneventful.</p> <p>Sept. 10. Arrived at <i>Charleston Navy Yard</i> at 9.05 a.m. for extensive overhaul.</p> <p>Sept. 10—Dec. 2. At <i>Navy Yard, Charleston</i>. Overhaul. Uneventful. Liberty, base ball and foot ball. Captain Bennett detached on October 4th and Captain Miller assumed command on Nov. 21.</p> <p>Dec. 2. Got underway at 6.32 a.m. for <i>Hampton Roads</i>.</p> <p>Dec. 3. Arrived at <i>Hampton Roads</i> at 5.58 p.m.</p> <p>Dec. 4. At <i>Hampton Roads</i>. Coaled ship. Got underway at 3.40 p.m. for <i>New York</i>.</p> <p>Dec. 5. At sea. Arrived off <i>St. George, S. I., New York</i>, at 2.44 p.m.</p> <p>Dec. 5-11. At <i>St. George, S. I., N. Y.</i> Coaled. Took on stores and provisions. Liberty.</p> | <p>Dec. 11. Got underway at 5.15 a.m. and dropped down to <i>Lower Bay</i>. At 11.47 a.m. got underway and proceeded on second convoy trip. Weather very cold and freezing.</p> <p>Dec. 11-13. On convoy. Uneventful.</p> <p>Dec. 14. On convoy. At 4.25 a.m. sighted lights of ship ahead. Sounded Collision Quarters and then General Quarters. Weather very cold, sea heavy and blowing a gale. Taking seas over forecastle and breaking over upper bridge.</p> <p>Dec. 15-25. On convoy. Uneventful.</p> <p>Dec. 26. At 8.50 a.m. sighted ship off port bow. Went to General Quarters and fired six pounder across her bow to bring her to. She proved to be a Russian three-masted schooner.</p> <p>Dec. 27. On convoy. At 11.40 a.m. sighted smoke off port bow, went ahead full speed and went to General Quarters. Turned over convoy to relief and set course to the westward.</p> <p>Dec. 28-31. Returning from convoy. Uneventful, except running short of coal.</p> |
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### 1918

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| <p>Jan. 1-3. Returning from convoy. Uneventful, except ship rolling heavily. Took pilot on board and at 12.58 p.m. went alongside coal pier at <i>St. John's, Newfoundland</i>. Coaled ship. Granted liberty.</p> <p>Jan. 4. At <i>St. John's</i>. Left coal pier at 1.35 p.m., but on account of fog was compelled to anchor in harbor. Fog was very thick and the sea heavy and could not get underway. At 9.15 p.m. fog lifted for a moment, got underway and stood out. No boat came to take the pilot off, although attempt was made to communicate for boat, and as we could not delay, the pilot remained on board.</p> <p>Jan. 4-9. At sea, making passage to <i>Hampton Roads, Va.</i> Uneventful. Anchored off <i>Cape Henry</i> at 7.35 p.m. Unable to proceed on account of the ice and lack of knowledge as to the position of the submarine nets. Could not get a pilot.</p> <p>Jan. 10. Off <i>Cape Henry</i>. Got underway at 7.09 a.m. and anchored in <i>Hampton Roads</i> at 8.45 a.m. Large quantities of ice present.</p> |  |
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## War Diary—(Continued)

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| <p><b>Jan. 10-15.</b> At <i>Hampton Roads</i>. <i>Uneventful</i>, except for much ice. Coaled ship. Got underway at 8.40 p.m.</p> <p><b>Jan. 16-19.</b> In <i>Tangier Sound, Md.</i> Holding Target Practice. Much ice. Left at 5.00 p.m. for <i>Navy Yard, Charleston</i>.</p> <p><b>Jan. 20-21.</b> At sea, making passage to <i>Charleston</i>. Arrived at <i>Navy Yard</i> at 8.20 a.m.</p> <p><b>Jan. 21-29.</b> At <i>Navy Yard, Charleston</i>. Overhauling engines and boilers. Got underway at 6.15 a.m. for <i>Hampton Roads</i>.</p> <p><b>Jan. 30.</b> At sea. <i>Uneventful</i>. Anchored off entrance to <i>Chesapeake Bay</i> at 7.09 p.m.</p> <p><b>Jan. 31.</b> At anchor off entrance to <i>Chesapeake Bay</i>. Got underway at 10.52 a.m., after the fog lifted and anchored in <i>Hampton Roads</i> at 1.23 p.m.</p> <p><b>Feb. 1-2.</b> At <i>Hampton Roads, Va.</i> Coaled ship and got underway at 9.00 p.m. for <i>New York</i>.</p> <p><b>Feb. 3.</b> At sea. Anchored off <i>St. George, S. I., N. Y.</i>, at 7.59 p.m. Much floating ice present.</p> <p><b>Feb. 3-11.</b> At anchor off <i>St. George, S. I., N. Y.</i> Coaled, took on stores and provisions. <i>Liberty</i>. <i>Uneventful</i>, except for much ice.</p> <p><b>Feb. 12.</b> At anchor off <i>St. George, S. I., N. Y.</i> Got underway at 8.05 a.m. and dropped down to <i>Lower Bay</i>. Got underway at 11.25 a.m. and proceeded on our third convoy trip.</p> <p><b>Feb. 12-13.</b> On convoy. <i>Uneventful</i>.</p> <p><b>Feb. 14.</b> On convoy. At 1.55 p.m. went to General Quarters and at 1.56 p.m. commenced firing at suspicious object on starboard bow.</p> <p><b>Feb. 15.</b> On convoy. <i>Uneventful</i>.</p> <p><b>Feb. 16.</b> On convoy. At 1.58 p.m. fire was discovered in Compartment D-13, over after magazine, went to Fire Quarters and got all boats ready for lowering. Fire out at 2.45 p.m. and secured.</p> <p><b>Feb. 17-22.</b> On convoy, <i>uneventful</i>, except that weather was very bad and heavy and choppy seas.</p> <p><b>Feb. 23.</b> On convoy. Turned over convoy to our relief and changed course to the westward.</p> | <p><b>Feb. 24.</b> Returning from convoy. <i>Uneventful</i>, except for weather and sea.</p> <p><b>Feb. 25.</b> Returning from convoy. At 6.15 a.m. sighted steamer and went to General Quarters. Maneuvered ship to close into the windward of steamer. At 6.32 a.m. fired two blank charges and then two live charges. At 6.48 a.m. steamer hove to and sent boarding party on board of her. She proved satisfactory and was allowed to proceed.</p> <p><b>Feb. 26—Mar. 2.</b> Returning from convoy. <i>Uneventful</i>, except for weather conditions.</p> <p><b>Mar. 3.</b> Returning from convoy. Held Interdivision Athletics for the "Captain's Cup." 5th and 9th Divisions (combined as one) winning with score of 32 points.</p> <p><b>Mar. 4-8.</b> Returning from convoy. <i>Uneventful</i>, except for weather conditions which were very bad.</p> <p><b>Mar. 9.</b> Returning from convoy. At 8.25 a.m. anchored in <i>Hampton Roads</i>. Coaled ship.</p> <p><b>Mar. 10.</b> At <i>Hampton Roads</i>. Got underway at 12.36 p.m. and at 4.15 p.m. anchored in <i>York River</i>.</p> <p><b>Mar. 11.</b> At anchor in <i>York River</i>. Got underway at 7.30 a.m. and at 11.35 a.m. anchored in <i>Tangier Sound</i>. Held Armed Guard target practice and took departure at 9.22 p.m. for <i>Hampton Roads</i>.</p> <p><b>Mar. 12.</b> Anchored in <i>Hampton Roads</i> at 2.50 a.m. Coaled ship. At 3.07 p.m. got underway for <i>New York</i>.</p> <p><b>Mar. 13.</b> At sea. At 3.52 p.m. anchored off <i>St. George, S. I., N. Y.</i></p> <p><b>Mar. 14-15.</b> At anchor off <i>St. George, S. I., N. Y.</i> At 8.28 a.m. got underway and at 9.08 a.m. went alongside pier No. 3 at <i>Robins Dry Dock and Repair Co., Brooklyn, N. Y.</i></p> <p><b>Mar. 15—Apr. 5.</b> At <i>Robins Dry Dock and Repair Co., Erie Basin, South Brooklyn, N. Y.</i> At 10.39 a.m. got underway and shifted berth to anchorage off <i>St. George, S. I., N. Y.</i></p> <p><b>Apr. 5-17.</b> At anchor off <i>St. George, S. I., N. Y.</i> Coaled, took on stores and provisions. <i>Liberty</i>.</p> <p><b>Apr. 17.</b> At <i>St. George, S. I., N. Y.</i> Got underway and dropped down to <i>Ambrose Chan.</i> At 1.16 p.m. got underway and proceeded on our fourth convoy trip.</p> |
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## War Diary—(Continued)

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| <p>Apr. 18-28. On convoy. Uneventful, except for bad weather conditions. On 25th sent boat with Medical Officer to S. S. <i>Casco</i> and brought back R. W. Babb, W. R. Std., who had been badly injured.</p> <p>Apr. 29. On convoy. At 9.22 a.m. turned over convoy to our relief and set course to the westward.</p> <p>Apr. 30. Returning from convoy. At 3.08 a.m. sighted two steamers; at 4.00 a.m. made them out to be the U. S. S. <i>Seattle</i> with steamer <i>Luckenbach</i> in tow. Made all arrangements for taking <i>Luckenbach</i> in tow to the <i>Azores</i>.</p> <p>May 1. In company with the <i>Seattle</i> and <i>Luckenbach</i>. At 1.05 a.m. orders were received for <i>Seattle</i> to continue with tow; we parted company.</p> <p>May 2-7. Returning from convoy. Uneventful, except for bad weather conditions.</p> <p>May 8. Returning from convoy. Held Interdivision contests for "Captain's Cup," the Third Division winning with 40 points.</p> <p>May 9. Returning from convoy. Held target practice for Armed Guard Crews.</p> <p>May 10. Returning from convoy. At 9.42 p.m. anchored off entrance to Hampton Roads.</p> <p>May 11. At anchor off entrance to Hampton Roads. Got underway at 5.34 a.m. and anchored in Hampton Roads at 7.19 a.m. Coaled ship.</p> <p>May 12. At anchor in Hampton Roads. Got underway at 6.29 a.m. for New York.</p> <p>May 13. At sea. Anchored off St. George, S. I., New York, at 1.24 p.m.</p> <p>May 13-29. At anchor off St. George, S. I., New York. Uneventful. Liberty.</p> <p>May 30. At anchor off St. George, S. I., N. Y. Squadron Commander held Military Inspection.</p> <p>May 30—June 1. At anchor off St. George, S. I., N. Y. Uneventful. Coaled ship and took on stores and provisions.</p> | <p>June 2. At anchor off St. George, S. I., N. Y. Got underway and dropped down to Ambrose Channel. At 3.24 p.m. got underway and proceeded on our fifth convoy trip.</p> <p>June 3-8. On convoy. Uneventful.</p> <p>June 9. On convoy. At 4.45 a.m. a gun was fired in vicinity; went to General Quarters. At 8.05 a.m. sighted steamer, went ahead and went to General Quarters. Steamer proved to be the American Steamer <i>Eagle</i>.</p> <p>June 10-12. On convoy. Uneventful.</p> <p>June 13. On convoy. At 11.49 a.m. a ship in the convoy reported a submarine; went to General Quarters and steamed over full speed in the general direction of the reported enemy.</p> <p>June 14. On convoy. Turned over convoy to our relief. Changed course to the westward.</p> <p>June 14-18. Returning from convoy. Uneventful, except for bad weather.</p> <p>June 19. Returning from convoy. At 4.28 p.m. a submarine reported 1 point forward of port beam. Went to General Quarters and made all speed possible; forced draft.</p> <p>June 20. Returning from convoy. At 5.06 a.m. sighted a ship and at 5.12 a.m. sighted two more ships. Went to General Quarters. Three ships identified and allowed to proceed.</p> <p>June 21-24. Returning from convoy. Uneventful, except on 24th met a convoy and exchanged signals with the U. S. S. <i>South Dakota</i>.</p> <p>June 25. Returning from convoy. Anchored in Hampton Roads at 1.46 p.m.</p> <p>June 26-27. At Hampton Roads. Coaled ship. Got underway at 9.45 a.m. and anchored in Tangier Sound at 2.07 p.m. Held Target Practice—Armed Guard, Long Range Battle Practice, Submarine Target.</p> <p>June 28. In Tangier Sound. Got underway at 6.55 a.m. for New York.</p> <p>June 29. At sea. At 10.39 a.m. anchored off St. George, S. I., N. Y.</p> <p>June 30—July 12. At St. George, S. I., N. Y. Uneventful.</p> |
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## War Diary—(Continued)

- July 13. At St. George, S. I., N. Y. At 12.45 p.m. an explosion was heard and immediately thereafter the Spanish Steamer *Serantes*, lying about 100 yds. off the port quarter, was seen to be on fire amidships—the flames spreading forward rapidly. The crew could be seen jumping over the sides and going down the anchor chains. Sent two Fire and Rescue parties to assist. The *Serantes* was loaded with crude oil in barrels. Many explosions followed the first and at about 2.00 p.m. the entire forward deck was destroyed. At 3.30 p.m. the ship keeled over on her port side. The fire continued to burn in her hold for many weeks.
- July 13-27. At anchor off St. George, S. I., N. Y. Coaled, took on stores and provisions.
- July 28. At anchor off St. George, S. I., N. Y. At 10.57 a.m. got underway and anchored in Ambrose Channel. At 2.33 p.m. got underway and proceeded on our sixth convoy trip.
- July 29. On convoy. At 4.50 p.m. went to General Quarters and made all speed possible, a signal having been received by whistle and flag hoist from one of the ships in convoy that she had sighted a submarine on her starboard bow.
- July 30—Aug. 3. On convoy. Uneventful.
- Aug. 4. On convoy. Shortly after midnight the S. S. *Jeronimo* ran into the S. S. *Oyleric* doing considerable damage. All ships were running dark, except convoy light. Both ships were able to continue.
- Aug. 5. On convoy. Uneventful.
- Aug. 6. On convoy. At 9.00 a.m. passed the U. S. S. *Huntington*. At 10.58 a.m. sent boat with Medical Officer to S. S. *Sylvian Arrow*. Boat returned with Joseph Kapper, Sea. 2C., critically ill. Sighted a strange ship to the eastward. She was heading to the N.W. but changed course and headed directly for convoy and then to S.W., finally stopping. Her actions were suspicious and character could not be made out. Went ahead standard speed and took stations at General Quarters; fired a shot across her bows to bring her to, when she went ahead. Closer investigation proved her to be the S. S. *Kecmun* (Br.) from Liverpool; upon being satisfied she was directed to proceed.
- Aug. 7. On convoy. At 5.45 a.m. a ship in convoy fired a gun. Went to General Quarters but secured after receiving report from the *Sylvian Arrow* that a mine had been sighted.
- Aug. 8. On convoy. Uneventful.
- Aug. 9. On convoy. At 1.32 a.m. turned over convoy to relief and set course to the westward.
- Aug. 9-18. Returning from convoy. Uneventful, except weather conditions were very bad practically during the entire return trip.
- Aug. 19. Returning from convoy. At 7.54 p.m. anchored in Tangier Sound.
- Aug. 20. At anchor in Tangier Sound. Fired Armed Guard crews and held Long Range Battle Practice, Submarine Target. At 4.20 p.m. headed for Hampton Roads and anchored at 7.27 p.m.
- Aug. 21. At Hampton Roads. Coaled ship. At 7.26 p.m. got underway for New York.
- Aug. 22. At sea. At 7.06 p.m. anchored off St. George, S. I., New York. At 11.51 a.m. sighted two seaplanes. At 3.20 p.m. sighted wreck of steamer on starboard beam which had just been torpedoed. A large tug and submarine chaser were standing by, and another tug steaming toward it. Attempted to communicate by search light, but as no request for assistance was made we proceeded on our course.
- Aug. 23—Sep. 18. At anchor off St. George, S. I., N. Y. Commenced camouflaging ship on 9th and finished on 11th. Captain Miller was detached on the 6th and Captain Hyland assumed command. Coaled, took on provisions and stores.
- Sept. 18. At 10.00 a.m. got underway and anchored in Ambrose Channel. At 2.30 p.m. got underway and proceeded on our seventh and last convoy trip with 25 ships in the convoy.
- Sept. 19-29. On convoy. Uneventful.
- Sept. 30. On convoy. Turned over convoy to our relief at 5.25 p.m. and set course to the westward.
- Oct. 1. Returning from convoy. Uneventful, except bad weather and heavy sea.

## War Diary—(Continued)

- Oct. 2. Returning from convoy. At 4.35 p.m. the starboard propeller shaft broke. At 7.10 p.m. propeller and shaft secured.
- Oct. 3-4. Returning from convoy. Bad weather and heavy seas. Secured all loose gear and movable objects about the decks and storerooms in anticipation of heavy weather; inspected magazines. At 8.05 p.m. one bight of the hawser holding the propeller and shaft parted and at 11.00 p.m. all parts were parted.
- Oct. 5. Returning from convoy. Bad weather—heavy seas and winds. At 1.30 p.m. made an attempt to secure starboard propeller and shaft, but on account of wind and sea this could not be accomplished. Strain on strut bearing caused leak to develop in Compartment D-12.
- Oct. 6. Returning from convoy. Weather very bad—heavy seas and winds. Finally secured starboard propeller and shaft.
- Oct. 7-11. Returning from convoy. Weather and seas continue bad but moderated on the 11th.
- Oct. 12-13. Returning from convoy. Weather and seas again very bad.
- Oct. 14. Returning from convoy. At 12.44 p.m. anchored off St. George, S. I., New York. At 2.08 p.m. got underway and proceeded to the James Shewan & Sons Dry Dock Co., Brooklyn, N. Y.
- Oct. 15—Nov. 11. At the James Shewan & Sons Dry Dock Co. On November Eleventh the Kaiser and his gang threw up the sponge and the tribe of Huns hollered quits. When the news was received the entire force of yard workmen dropped their tools and work just where they were at the time—no more work for them that day—it was nothing but cheers and wild demonstrations and the officers and men, in keeping, joined in the cheering and our six-foot whistle tooted overtime. New York went crazy, and so our active participation in the World's War came to a glorious end and the good old ship wound up her war career in a blaze of glory.



*A Gun's Crew Ready for Action*



*Electrical Gang—Harry Jones, Chief in Charge*



## Athletics *and* Amusements

WHILE the duty on which we have been engaged during the past two years has prevented us from engaging in athletics extensively and competing against other ships, nevertheless we have had our own fun amongst ourselves. On nearly every holiday we have had deck sports and interdivision contests; many of these contests were close and exciting and others were very amusing. Generally an early start was made in the morning and the sports and contests would continue throughout the day, except during an interval for dinner. The sports usually consisted of: Spud Race, Wheelbarrow Race, Three-Legged Race, Sack Race, Shoe Race, Rope Climbing, Tug of War, Heaving the Lead, Throwing the bowline for accuracy, Root Hog Root, Obstacle Race, Boom Fight and Loading and Priming Drill. Lieutenant Reinburg has been our Athletic Officer practically during the period since our commissioning and much credit is due him for the interest that he has taken and the efforts that he has made toward increasing the contentment of the officers and men by organizing these sports and contests and by furnishing other forms of amusement. The duty on which we have been engaged has been hard and tedious and at times would get on a fellow's nerves, therefore, any little diversion from the regular routine was a great relief to all hands on board and went a long way to break the monotony. The movies are one big feature—no matter how hard you have worked and

the hard watch you have stood, or the large grouch that you are carrying around, if the movies are showing on the quarter deck and you take them in, which you were bound to do, you forgot about your hard work, hard watch and large grouch, and when the movies were over, you were all smiles, tickled to death at yourself and ready to hit the hay. "Pop" Holm is an authority on this—and we take pleasure in referring him to any of those who may be in doubt as to the truthfulness of this statement. To increase the interest in deck sports, Captain Cyrus R. Miller, one of our former Commanding Officers, presented to the ship a trophy to be known as the "Captain's Cup" for interdivision competition. This trophy has now been competed for four times—the 5th and 9th Divisions (combined) were the first winners, the Third Division, followed by the then Second Division (this division has since been split amongst the other divisions on account of the alterations made in our battery), and the trophy was last contested for on "Xmas" Day, 1918, when it was won by the present Second Division and in whose possession it now is. The division scoring the highest number of points takes possession of the trophy and retains it in their part of the ship until it is won by another division in a subsequent contest. Divisions winning the trophy have the fact engraved thereon, together with the date of contest, number of points, etc.

## Base Ball

NOW right here is where this little battle-boat of ours certainly does shine. There is nothing our size nor near our size to whom we take off our hat, and there is much doubt as to any of the big ones making us take it off. While we have had a fine team these many months, nevertheless it was not until the fall of 1917 that we really got down to business and began to build up our team, and then it was not possible for us to get into action until the following summer, as the winter months and the duty on which we were engaged prevented us from getting any practice, so our career does not start until about July, 1918, since which time I only remember of the loss of three games out of about twenty-five played; we have a record run now of about fourteen games won. We first cleaned up on the ships of our class, the *Denver*, *Des Moines* and *Chattanooga*, and when we got started for the South Atlantic we took on our pal, the *Tacoma*, winning three games in a row,

and the flagship *Pittsburgh* did not look too big for us either and we proceeded to wallup the stuffins out of them for three games in a row. While in New York we played some of the fastest teams around Staten Island and the only team to take our measure was the Mine Sweepers, but they had big league men, semi-pros. and college men, and besides they had the advantage on us for practice—they were on the diamond at all times, whereas we snatched only a little practice between convoy trips, but at that we made them hustle, and the two games that they won from us were horse shoes; in both games we were in the lead until the last frame and two hands down—then Mister Horse Shoe would make his appearance—it was a lucky hit, a walk or a wild heave—but then they knew they had played a game of ball. At St. Thomas we won from the *Tacoma* and Hospital but lost to the East Point Marines—this game was a seven-inning affair and we were handicapped at the start of the game



## Base Ball--(Continued)

on account of the lack of pitchers—both Wiese and Clary were on the hospital list. The Marines scored six runs on the pitcher we started right off the reel but after one of our second string pitchers arrived and went in to heave the old pill—they could do nothing and we were cutting down the lead every inning, but the seven inning game was too short for us to win out in. In Clary and Wiese we have two clever heavers and Lieutenant Kirtland can put a few across the pan himself; these three tossers will win a majority of their games in any company—they are the class and behind them we have two catchers hard to beat—in Mora and Clark; the infield composed of “Pat” Monahan, “Mil” Skomski, “Home Run” Coleman and “Donnie” Sleeper will make any one sit up and take

notice—these boys are all action and it does your heart good to see them stab 'em and heave 'em—they have some whips. In the outfield we have some trio—and don't think that anything knocked out that way is going to get past—'cause it just ain't; not if “Frank” Mora, “Hal” Campion and “Ty” Mackey are performing in the pasture—and to assist these boys when they feel tired and weary from running the bases—we have with us “Brick” Flodin, “Admiral” Vogt, “Truckhorse” Blanchfield and “Teddy” Evans, therefore, with our band of Royal Rooters, “Bert” Rupard keeping score, “Paddy” Kearns looking out for the bats, and “Mike” Oleck chasing the balls—we have got some combination, for the other teams to get by—it's a hard proposition, that's all.

## Base Ball Team



### *Pitchers*

“Texas” Clary      “Al” Wiese  
“Lieut” Kirtland

### *Catchers*

“Frank” Mora      “Nig” Clark

### *Infielders*

“Pat” Monahan “Mil” Skomski  
“Home Run” Coleman  
“Donnie” Sleeper

### *Outfielders*

“Frank” Mora, “Hal” Campion, “Ty” Mackey, “Brick” Flodin, “Admiral” Vogt, “Truckhorse” Blanchfield, “Teddy” Evans

In charge of baseball.....	Lieutenant Kirtland
Manager .....	“Josh” Alderman
Score Keeper .....	“Bert” Rupard
Bat Boy .....	“Paddy” Kearns
Ball Boy .....	“Mike” Oleck
Royal Rooters .....	“Ship’s” Company.





*Cleveland's Famous Barn Dancers*

## Fun Makers

WE haven't a regular minstrel organization at the present time, nor a vaudeville troupe for that matter, but boys we have had and still have some talent, and it would take us only a short while to produce any old kind of performance as may be called for—we are regular one night standers when it comes down to that. Shortly after being placed in commission we assembled our company of singers, dancers, comedians, acrobats, slack wire artists, and took stock. Well, after taking stock the list resembled one made by your wife after her visit to Wanamaker's—say there was nothing to it, we could have fitted out a half dozen troupes. When we reached San Diego we ups and gets all the necessary material for costumes, bones, tamborines, etc., and sufficient lumber for a twenty-four foot stage and ring. The stage was assembled shortly afterward and "Swede" Carlson, who designed it, claimed that it was portable and that he could assemble it in one hour—so you see that we were an up-to-date organization with no flies on us, but this dog-gone old war had to come along and queer it all—we had fixed ourselves for a perfectly good time for several months in Mexico and Central America and to have these old Huns to spoil it for you

was sufficient to get anybody's goat. The climax of the situation was, that it became necessary for them to commandeer our stage for coal bins and that busted the troupe all to pieces and as yet we haven't seen the Navy Department commandeering that stage back to us which cost about eighty good old bucks supplied by the officers and crew—but we dug right down again when this here war was over and bought another perfectly good set of lumber and the same old wood butcher who devised the first stage is still on board and is going to duplicate it—we hope that this one is not commandeered. Of course being at war did not give us the opportunity to air ourselves, but we got a start on one of our excursions to that quaint old village of Charleston where they charge you fourteen bucks for a quart of "Cream of Kentucky"—nothing but pure pepper and burnt sugar. As I said, we woke up the population, we gave them everything—black face monologue, boxing, singing, dancing, and the last but not least, was the appearance of our troupe of famous Barn Dancers—"Germs" Meridew took the part of "Widow" Perkins, "Steamboat" Harrington was "Flossie" Tillinghast, "Ben" Winslow impersonated "Kitty" Gordon and "Ragtime" Bradley was there on the "Eva"

## Fun Makers (*Continued*)

Tanguay stuff. For the gentlemen, they were well represented; we had the famous "Deacon" Jones in the role of "Cy" Perkins, "Skinny" Owens upheld his reputation as the famous cotillion leader that he is, "Swede" Nelson took the part of the "Lonesome" Pine, and that famous Poet, Franklin Earl Schaffer, from the Evergreens of Florida, performed evolutions and maneuvers which would have puzzled the Commander-in-Chief of any battleship fleet. That it was the big number on the program goes without saying—it was marvelous, barring the few minor accidents, such as when the "Widow" lost her starboard milk shake, "Kitty" forgot to button up her suspenders, "Flossie's" skirt took a walk, "Skinny" stepped on "Swede's" head and the "Deacon" knocked over

Professor Hixon who was furnishing the music on the fiddle. The only word to be found in Webster's to express it is—"Scream." Since that gala occasion we have not had much of an opportunity to show our talent, but we were and are at the present time getting back to the old one night stands. On "Xmas" night, last, we commenced to revive the old stuff and before long, now that we are getting settled down, the Hun having played all the same ground hog, we will be furnishing amusements of all kinds, quantities and qualities, and the *Cleveland's* Minstrel and Vaudeville Troupe will begin their big tour over the Big Time Circuit—a la South Atlantic and perhaps a la Pacific—who knows.

## Foot Ball

THE opportunity for foot ball has been practically nil. The only chance that we have had was during our stay at the Charleston Navy Yard in 1917, but the team was seriously handicapped for the lack of practice and were required to go up against teams which were well trained, both as to practice and coaching. The team we put on the field contained much fine material and showed improvement in every game played and could we have had the same opportunity for practice and getting into condition as the other teams there would have been many games added to the credit side of our score book. Ensign Butler acted

as Head Coach and he was assisted by Lieutenant Stone and Ensign Brayton. Grove was the team captain and we had "Germs" Meridew, "Buck" Artis, "Frank" Mora, "Whop" Brady, "Gunnies" Pierce, "Swede" Lundblom, "Puss" Erwin, "Prunes" Edgar and a bunch of other good men. "Germs" was the star of the line and "Puss" and "Prunes" were the backfield stars. All that our team asks for is an opportunity for practice and sufficient time to get into condition and they will give a good account of themselves.

## An Ode to Bowen J.

Well I won't say much 'cause I aint got the time,  
And it's awful hard to get the words in rhyme,  
But I'll just stick 'round and have my day,  
And tell a few facts about Bowen J.

He's quite a sailorman, a deepwaterman too,  
And he's traveled more places than me and you,  
He's a mighty good man to have for a friend,  
'Cause he's a chief gunner's mate in the U. S. N.

But he's through now and goin' to settle down,  
He's got a home back in Frisco town,  
And the Navy would be better today,  
If we had a few more guys like Bowen J.

He's a great big man, just in his prime,  
And he'll stick with you any old time,  
He's always there to help a friend,  
If you don't believe me, just hit him for ten.

He's a deep sea diver and a good one too,  
He's done more diving than most men do,  
Maybe you've been around and heard him relate,  
How he dove ninety fathoms without a face plate.



## Boxing

WE have had some fast and clever boys on board, but the majority of them have been in the lighter classes. We had "Gonnie" Pierce with us; he was a lightweight and one of the best in the Navy of his class. We also had "Spider" Flint, another light boy, and he was getting better every day. And we can't forget that grand old man "Snapper" Daniels who was at one time the pride of the Atlantic Fleet. "Snapper" was a light boy and good in his day and although growing a little old he could still step some. Of the heavier boys we had "Baltimore" Skipps; before joining the Navy Skipps had fought some good fights around Baltimore and while on this ship he showed that he had the class, but unfortunately the only bouts that he could get in were exhibition affairs as there was no opportunity to match him with any of the boys of his own weight. We still have with us the old trial horse "Ben"

Winslow. "Ben" is one of the heavier boys and has put up some good bouts. He is still as good as ever and ready at any time to take on a good man of his own weight. We also have "Paddy" Kearns who has done considerable fighting on the outside; "Paddy" fights as a lightweight and in his one exhibition bout on board showed that he is there with the goods and will be heard from later on when we start to pull off a few smokers. There is also another light boy on board—Gilchrist, and this boy bears watching because he sure is going to hang in on some of the other mitt slingers in the Fleet. "Whop" Brady is getting better every day and we expect to see him mixed up in some good bouts soon. Bruce, the radio man, is handling the lighter boys and is hard at work. He makes them work hard and before long will have a stable of fighters that anyone would be proud of.

## Movies

DO you say "MOVIES"—well I should say. A moving picture machine, a good run of films and a good operator is as of much value to a ship as the turret guns are to a battleship. There should be a special rating for Movie Operator and the Navy Department should furnish every ship, no matter how small, with a first class machine and an inexhaustible supply of films. There is nothing on board ship which creates so much content as the movies—no matter how you feel or the bigness of your grouch, if you know that the movies are to show on the quarter deck—you bring your stool up and take them in, and when the show is over you are pleased at yourself and everyone else. A man-of-warsman requires diversion—something to break the monotony of the same old routine, and the movies are the thing which provides that for him. We have been very fortunate on board the *Cleveland*—we have always had a fairly good machine and fairly good operators. Of course when anything goes wrong with the machine, the juice goes off or the carbon doesn't work, or the reel is in bad condition, the operator gets the blame and a lot of kidding from the crew—but it is all in a joking way and no one means it, as they realize that the operator's job is no cinch. So here's to "Snowshoes" Schnurstein and "Reserve Force" Oelkers, Operators.

## Boat Racing

OF course the duty on which we have been engaged has prevented us from developing a race boat crew, as the stay in port at any one time was not sufficiently long to make it worth while, besides we were very seldom in company with another ship—and when we were it was only for a short period. Unfortunately, this type of ship is not allowed a race boat, whereas, the larger ships are, and this in itself is a big handicap, as it makes it necessary for our crew to train and pull in a great big cutter with long heavy oars, and as such it does not appeal to the majority of race boat men who do not care to go out and pull in a boat of this kind with these oars for three or four miles twice a day while in training. If we were furnished a regular racing cutter with light spoon oars, then you would see some good race boat men go out—they would jump at the chance. However, our boys are game, and they are now getting together and in a short period of time they will be heard from. They will now have an opportunity to train and it will be possible to get some good races as we will be in company with other ships. We have some good material on board and old race boat men—"Al" Ast, "Germs" Meridew and "Bill" Quier are all old men at the game. We also have Lieutenant Kirtland who cleaned up about all the sailing races in the big fleet when he was on the *Kansas* and *Illinois*.

## Dances

OH! BOY, the “Squeeks” are there! Talk about one steps, two steps, bunny hugs, fox trots, shimmies, the love walk, and the other various kinds of acrobatics which now form a part of our dancing code—including the wizzling waltz, you should have attended the two dances given by our gang on the *Cleveland*. Both stunts were pulled off in the City of Charleston—talk about the fair sex, they were on hand by the buzz-wagons full—we were not one bit shy, and after the first performance you could hear on all sides “When is the *Cleveland* going to give another dance—Oh! I hope it is soon and that they won’t forget to send me an invite.” All which goes without saying that the *Cleveland* just pulled off dances that set them all a-going—it was wonderful and the good old ship and her officers and her crew were the one best bet—they just right there and then made some hit and were as welcome in that town as a two bit piece is to the one legged beggar on the Barbary Coast—so you see we must be right there. The German Artillery Hall was engaged for both occasions (probably it was the name which caused us to cut up so)—and the music was furnished by the Charleston celebrated orchestra. Dancing began early and continued late; you should have seen old “Axie” Axelsen swinging the dames around, and “Deep Sea” Bowen could not even resist the temptation—he

was seen on the floor several times; “Skinny” Owens couldn’t dance a lick before he struck the hall but he had every dance on the program and stepped on everybody’s feet—but he was game. Lieutenant Reinburg didn’t miss a number, and Lieutenant-Commander Melendy made himself very popular with the ladies, as also was Surgeon Wilson and Paymaster Hullfish. Boatswain Grove was the President of the outfit and of course he was continuously on the floor. Both “Skinny” Stillwell and “Heinie” Weber were very popular with the ladies and had many good numbers. “Scow” Ashland came in for a generous round of applause when he introduced his new number on the floor. “Pat” Monahan created a sensation by his graceful dancing and “Swede” Nelson, not to be outdone, picked out the youngest chicken in the house and thereafter her program was completely filled with nothing but Nelson. “Pop” Allen made a decided hit in his fox trotting, “John” Pratt gave a very amusing imitation of the shimmies and “Jew” Myrick in the wizzling waltz brought down the house. “Blackie” Larson executed in a most graceful manner the latest importation of the one step. “Al” Wiese attempted to sing between one of the numbers but they called out the patrol wagon and the cops put him in the padded cell. But leaving all joking aside, fellows—they were some dances.

## Target Practices

WE HELD our regular target practice each year and the result was very good—everyone worked hard and took an interest. The personnel behaved splendidly and the ordnance material could not have been better—there were only a couple of unforeseen minor

casualties—which amounted to nothing serious or in any degree affected the final score. After each trip the Armed Guard Gun Crews in training would hold a practice and they did fairly well considering the length of time they were in training.

## “K. O.”

If you think Life’s handing you  
Kicks and knocks beyond your due,  
Don’t sit down and take it blue,  
Try to smile!  
Lots of guys have started wrong,  
Got the kayo—not for long!  
Look, today they’re going strong  
With a smile.

Stand up old boy, he’s counting nine,  
Forget that jolt—cut out the whine,  
Hand old Hard Luck the finish sign,  
Flash a smile!  
Don’t be classed as a “prelim”  
Man, you’re in fine fighting trim,  
Whale the daylights out of him  
With a smile.



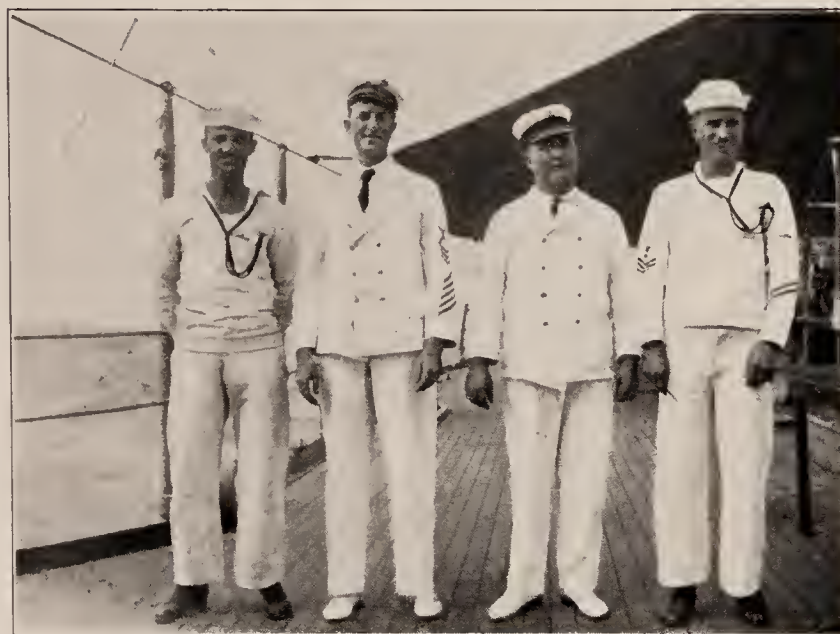
## Some Nicknames—The Men Who Own Them

"Queenie" Denis	"Pop" Holm	"Special Delivery" Duryea	"Texas" Clary	"Doughboy" McKinney
"Mickey" O'Day	"Jennie" Bush	"Chet" Purdy	"Al" Wiese	"Jew" Kelember
"Sid" Keyser	"Tex" Graham	"Ty" Mackey	"Steamer" Klatt	"Tuffy" O'Brien
"Al" Ast	"King" Bills	"Boot" Hansen	"Ski" Ziginski	"Eva" Sleater
"Mike" Oleck	"Chick" Shelvin	"Andy" Adrian	"Pat" Flaherty	"Baldy" Williams
"Fat" Castleberry	"Moonshine" Sharp	"Sam" Betts	"Happy" State	"Sambo" Shields
"Ignots" Smith	"Cannibal" Swift	"Fat" Courtney	"Boston" Chapman	"Whop" Bellei
"Truckhorse" Blanchfield	"Paddy" Kearns	"Boilers" Swanson	"Prunes" Edgar	"Buck" Artis
"Scow" Ashland	"Jocko" DeLong	"Ki-yi" Price	"Red" Jones	"Babe" Arnold
"Home Run" Coleman	"Mickey" Maher	"Admiral" Vogt	"Dutch" Mathiesen	"Wire Brish" Austin
"Whitey" Rouse	"Billiken" Vincent	"Snuce" Newberg	"Tubes" Turberville	"Rag Time" Bradley
"Red" Hamrick	"Deacon" Jones	"Banty" Lauer	"Bingo" Walling	"Lottie" Clary
"Teddy" Evans	"Harp" McCann	"Blackie" Larson	"Jitney" Ford	"Cid" Day
"Do-Do" Archer	"Windy" Jones	"Dutch" Bergman	"Gabe" Overton	"Cold Oil" Denchfield
"Spud" Schultz	"Dutch" Szymanski	"Rickie" Frickie	"Smiley" Owens	"Snapper" Daniels
"Spike" Reinhart	"Donnie" Sleeper	"Brick" Flodin	"Kid" Houpt	"Spider" Flint
"Josh" Alderman	"Stew" Kullander	"Bill" Quier	"Dad" Jamison	"Billy" Giles
"Swede" Nelson	"Germs" Meridew	"Buck" Swanson	"Hero" Cochrane	"Red" Hamby
"Sea Gull" Beck	"Chink" Malish	"Nig" Clark	"Hal" Champion	"Sam" Huston
"Battling" Sievertson	"Mil" Skomski	"Peaches" Graham	"Skinny" Bowman	"Squeeke" Jones
"Jack" Bowen	"Sea Breeze" Whitby	"Rosie" Minor	"Jimmy" Farrant	"Cy" Keeton
"Pedro" Bryan	"Bud" Evans	"Doc" Stevens	"Peter" Paul	"Chi" Lehdorff
"Rube" Wells	"Windy" Davis	"Patsy" Kane	"Pop" Allan	"One Lung" Logan
"Whop" Brady	"Piggy" Carpenter	"Andy" Anderson	"Venus" Sherman	"Swede" Lindell
"Windy" Duller	"Kid" Anderson	"Salty" Murphy	"King" Brady	"Chubby" Martion
"Runt" Simmons	"Bones" Esterman	"Hoboken" Otten	"Cory" Corich	"Skinny" Owens
"Souise" Kies	"Red" Parker	"Heinie" Weber	"Vernie" Huff	"John" Pratt
"Long Horn" Landry	"Sparks" Peck	"Put-Put" Miller	"Dick" Richards	"Bill" Pettit
"Bumps" Muncey	"Sis" Bowen	"Pop" Hale	"Puss" Erwin	"Happy Vanneman
"Swede" Carlson	"Jew" Myrick	"Battle" Warfield	"Abie" Westlake	"Gunnie" Pierce
"Widow" Johnson	"Nigger" Dougherty	"Coppers" Schoepper	"Bert" Rupard	"Lord" Roberts
"Monk" Brace	"Mike" Dempsey	"Swede" Andrew	"Dimples" Fleishman	"Frenchie" Racicot
"Nemo" Bell	"Nuts" Horton	"Whitey" Dubbers	"Jew" Chiodo	"Cuty" Riley
			"Pat" Monahan	"Snow Shoes" Schnurstein
			"Shorty" Schaffer	"Bugs" Sherman
			"Lon" Steelman	"Tuffy" Tufford
			"Paints" Warner	"Dutch" Winter
			"Reginald" Skelton	"Speedy" Weber

## The Cleveland's Honor Roll

Bowen, John .....	<i>Chief Gunner's Mate.</i>
Russell, John S. ....	<i>Chief Machinist's Mate.</i>
Alderman, Harry B. ....	<i>Chief Yeoman.</i>
Wells, William R. ....	<i>Boatswain's Mate, 1st Class.</i>
Winslow, Ben .....	<i>Boatswain's Mate, 1st Class.</i>
Lewis, Harper F. ....	<i>Boatswain's Mate, 1st Class.</i>

HONOR MEN



*Note: It is regretted that it was not possible to obtain the photographs of Russell and Lewis.*

Bowen, Russell and Alderman, on February 16, 1918, while the ship was at sea convoying a large and valuable fleet of merchant ships, entered a compartment situated over the after magazines and then on fire, and after about forty-five minutes of conspicuous conduct succeeded in locating and extinguishing the blaze; they entered the compartment despite the fact that the word "Fire in after Magazine" had been passed over the ship.

Wells, Winslow and Lewis, on October 2 and 6, 1918, while the ship was at sea in dangerous waters, went over the side twice and lashed the starboard propeller when the stern tube shaft broke and this despite the fact that the sea frequently washed over them—and in this they displayed personal bravery and their conduct was heroic.



## Here *and* There

*George Dewey Landry*—Say Buck! The “Jew” says rig in the grapes (meaning gripes on the whale-boat).

*Jim Tom Buckhalt*—You just go and tell that “Jew” that he can’t kid me, ’cause I aint on no farm now, and who ever heard of grape vines on a man-of-war.

*“Swede” Carlson*—(first time ashore in Rio and addressing a person whom he took to be a native): Say, savy—Shoot! de Shoot! Boom! Boom! (Meaning all the time that he wanted to go to a photographer).

*Native* (in good American lingo)—Get to h—l out of here, do you think I’m crazy.

*“Swede”* Exit—couldn’t see him for dust.

*“Pedro”* (The Royal Navigator) having been instructed to visit 280 Broadway, New York City, for the purpose of obtaining hydrographic information of the latest source pertaining to New York harbor, had this adventure—

*“Pedro”*—Will you please give me the latest hydrographic information concerning the buoys in New York harbor.

*Yeoman, U.S.N.R.F.* (Of Admiral Usher’s Over Sea Forces)—Why! Chief, you can get all the information you desire from the New York Herald every morning.

*“Pedro”* (with dignity, throwing out his chest)—Yes, I know, but the last time we were at sea, when we stopped at the mail buoy in the early morning, all of the local papers were there but the Herald.

“U”-boats may be encountered? Have you ate yet? Not yet?

“Deacon” Jones and “Pop” Allan—the two Kings of the setting up brigade.

Knee stoop—by the numbers, 1, 2, 3, 4, . . .

Breathing exercise—by the numbers, 1, 2, 1, 2, (The “Deacon” and “Pop” are marvels at this stage of the exercise.)

“Windy” Burns inquired one day as we were leaving New York if Sandy Hook was a Scotchman?

During a recent Admiral’s Inspection on board some one informed “Pedro” that the Fleet Paymaster wanted to get into the Ship’s store;

“Pedro” says “that’s nothing, I’ve been two weeks trying to get a look in.”

While in New York on one trip they had some kind of a French celebration—“Dutch” Mathiesen turned all the same guide and took in tow a large party of French sailors to show them the sights of old New York. Upon reaching 14th Street “Dutch” changed his nationality and in some manner became a Spaniard—to the French he at once became “Zee! Great Bull de Fighter of Madrid”—and to demonstrate that it was no joke “Dutch” pulled off Zee grand entertainment in Union Square to the entire satisfaction of his French comrades.

“Mil” Skomski wants to know why it is that they don’t speak the same language in Milwaukee as they do in the other parts of the United States. Can’t blame “Mil” though for asking foolish questions—any guy who falls in love nine times in one week is liable to ask most anything. Oh! you New Jersey blonde.

“Jew” Chiodo says that when they are ready to start another war he will finance it. The “Jew” right now can make the Bank of England look sick.

“Sis” Bowen says that he sure was glad to get back—“Do you know, that every step I took, my old stomach just beat the Star Spangled Banner on my backbone.”

“Al” Ast contemplates starting a poultry farm at the expiration of his present enlistment. You’ve got to hand it to “Al”—he sure does like the chickens.

“Dicky” Stillwell is now a regular Romeo—the Dames fall for that guy in every port in which we go.

“Pop” Holm said that the “U” boats did not trouble him when he went home on his furlough. “Pop’s” best girl went back on him—but “Pop” doesn’t care—he can pick up a girl most any old time. Watch “Pop’s” step when he gets paid off this time—he and his old Tin Lizzie will sure cut up some dust.

## Here and There—(Continued)

*Examining Board*—Into how many parts is a shrapnel projectile divided?

"*Bill*" *Quier* (Candidate)—That has never been ascertained for the reason that no one has ever stopped around long enough to count the parts.

*Examining Board*—What is a spur shore?

"*Steamboat*" *Harrington* (Candidate)—A rocky and rigid coast.

*Examining Board*—What are the principal parts of a sentence?

"*Strawberry*" *Phillips* (Candidate)—Five days bread and water.

*Examining Board*—Why do we coal ship in a hurry?

"*Snapper*" *Daniels* (Candidate)—To get it on.

*Examining Board*—How would you rescue a drowning man?

"*Snapper*" *Daniels* (Candidate)—Hit him on the bean.

*Examining Board*—In giving first aid to a man wounded in the head where would you place the tourniquet?

"*Snapper*" *Daniels* (Candidate)—Around his neck.

*Examining Board*—If you fell overboard, what would be the first thing that you would do?

"*Snapper*" *Daniels* (Candidate)—Come up for air.

"*Brother*" *Hale* please lead us in prayer—and "*Brother*" *Andrew* call up the Brewery—the pipes are hot.

There was a heated argument in the C. P. O. mess room as to where steam beer could be bought. "*Chet*" *Purdy* and the other old timers claimed that about the only place to get good steam beer was Frisco. "*Doc*" *Stevens* immediately entered into the argument and claimed that

good steam beer could be gotten in New Orleans. He was asked as to how he could tell that it was steam beer—"Well, when they draw it you can see the smoke coming out." Later it was ascertained from a fellow townsman of "*Doc's*" that he had reference to "*Bock*" beer—but in any event "*Doc*" is wise though—didn't he take a trip to Niece—on the great Big Delaware—and isn't he there on those aerial stunts.

("Donnie" *Sleeper*—ring up for the Undertaker—'cause "*Doc*" is sure going to climb that telegraph pole.)

When *Kilpatrick*—the U. S. N. R. F. Yeoman—was on board, he claimed daily that he was rushed to death. Poor old "*Kil*," and to think that they played on his weakness.

When ladies' shoes advanced in price our genial shipmate and friend "*Al*" *Wiese* immediately prepared an announcement that the price was twelve bucks. Everybody knows that "*Al*" is hooked and tied fast.

The "Depth Bomb Brigade," consisting of "*Deep Sea*" *Bowen*, "*Scow*" *Ashland*, "*Shorty*" *Schaffer* and "*Jew*" *Chiodo* held a rehearsal of their new show in the Grand Opera House at Rio. They expect to begin an extended tour soon.

"*Heinie*" *Weber*—The Duke of Williamsburgh and Captain of the Ash Lighter says that the *Cleveland* always wants something. When asked what it was he replied "*More Coal*."

### NEXT BEST

If you can't be a gentleman,  
Then try to be content  
To get as near to it as you can  
And be a perfect gent.



Here *and* There—(*Continued*)  
NOBODY HOME—"Doc" Stevens—*By Special Request*  
(*N. B.—They shot Abe Lincoln but let this suffer*)

I was asked to write this by special request,  
So I'll try and do my level best,  
"Jack" is the guy who wants this stuff,  
So I'll go easy and not get rough.

It's hard to get a start, but I'm going to tell,  
A few things about "Dicky" Stillwell,  
Once I heard a guy call him a cow,  
An' I know one thing, he sure can scoff the  
chow.

There's little Archer with the Marcel Wave,  
He's got lots of etiquette and sure does  
behave.  
His table manners are simply supreme,  
And he handles his knife like a little queen.

We've got a big Bo'sun by the name of Scow,  
If he doesn't like your looks, he'll land on  
your brow.

He doesn't talk much, he says what he thinks,  
And if it's not so I'll buy you the drinks.



*"Spider" Flint*

We've another guy called "Bill" Quier,  
He's fond of water, but will drink beer.  
And he's in love so I heard them say,  
But he's a good skate most any old day.

Now the very next guy we will put on the pan,  
Is the Captain's Writer, Grand Old Man.  
You'll find him on the job, day and night,  
And when he says something it's pretty  
near right.

And there's "Pedro," a fancy little guy,  
He's always figurin' as the days slide by.  
And what it is all about, you would not believe,  
He's trying to figure out, how to get leave.

There's our speaker, and a good one too,  
He's a Commissary and they call him "Stew."  
When he starts talking, we all pipe down,  
'Cause you can't say a word when he's around.

## Here and There! (Continued)

"Doc" Stevens (Wishing to say Good Day to a native in Uruguay and attempting to be as polite as possible)—"Buenas Aires Cigar." "Doc" had overheard some one saying, "Buenas Dias Senor" but had not caught the drift. His intentions were all right nevertheless—but his friend left him cold.

*Lookout in foretop—Submarino*

*Officer-of-the-Deck—How far away?*

*Lookout—Two hundred miles.*

"Hal" Campion says that he has looped the loop many a day. You see "Hal" lives in "Chi" and worked in that section.

"John" Pratt is still in the outfit. About two years ago "John" says: "I'll be gal darn if I don't go back on that farm and stay there."



"Swede" Andrew—How 's the fire?

"Sister" Holy—Damn hot!

"Pop" Allan had a little dog,  
His fleas sure could bite,  
The doggie dog slept all day,  
But yelled like hell at night.

Lord bless the poor parrot belonging to the Paymaster—that poor parrot will never learn to talk, not while "Stew" and "Eva" are around—He'll never get a chance.

## Our Trophies

The Base Ball Cup—Presented by the Brazilian Warrant Co., at Santos, Brazil, on February 8, 1919, to the winner of the game between the *Pittsburgh* and *Cleveland*. Score 10 to 0 in favor of the *Cleveland*.

Statue—Presented by the Brazilian Lloyd of Santos, Brazil, for going to the rescue of their steamer and crew (The *SS. Therizina*) on 1 and 2 February, 1919.

"Captain's Cup"—Presented by Captain Cyrus R. Miller in 1918 for Interdivision contests

Henry Nicholas Theodore Hansen, better known as "Boot," is still trying to convince Oscar Otten, better known as "Hoboken," that he was on watch when a piston rod got red hot and did the "Hulu, Hulu." Stay with him "Boot," we are with you.

A. L. Overton, better known as "Gabe," the smoothest man in the world, has reformed since doing the Tango on his ear on the night of the big celebration.



## Conclusion



IN PUBLISHING this booklet I have done so with the sole purpose of providing those who have served on board the *Cleveland* during the past two years not only with a souvenir of the good old ship but also with a booklet which will be of historical value in years to come. Within the period of these two years we have been active participants in the greatest war known to the world, and the actual part taken by the *Cleveland* and yourselves is compiled not only from actual knowledge but also from official records.

We have all stood together and have taken the hard knocks and rough jolts without complaint. Our rolls and tosses have been many, and today our good old ship is still a little queen of the sea, ready—always ready, and Her Captain, Her Officers and Her Crew still remain the same old efficient team—always working together, and they are proud of the fact that they are serving on the finest little ship afloat, the happiest home of them all.

Good-bye and good luck to all,

“JOSH” ALDERMAN.





JUL 18 1919

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